



City of Springfield

Agenda

Planning and Zoning Commission

Natalie Broekhoven, Chair

Bill Knuckles, Vice Chair

Helen Gunther

Christopher Lebeck

Betty Ridge

Bruce Colony

Eric Pauly

Dan Scott

Randall Doennig

June 13, 2024

6:30 PM

Regional Police-Fire Training Center
2620 West Battlefield Road
Room 101, 102, and 103

1. ROLL CALL.

2. APPROVAL OF MINUTES.

2.1. April 11, 2024

3. COMMUNICATIONS.

3.1. April and May 2024

4. CONSENT ITEMS.

4.1. Request to Dispose 531
425 East Trafficway Street (Applicant: City of Springfield)

4.2. Request to Dispose 533
200 blk of East Farm Road 192 (Applicant: City Utilities)

5. UNFINISHED BUSINESS.

5.1. Vacation 832
300 blk of West Chestnut Expressway (Applicant: City of Springfield)

5.2. 2024 Airport Master Plan
2300 North Airport Boulevard (Applicant: City of Springfield/Springfield-Branson
National Airport) <https://projectmeetingonline.com/sgf-master-plan/>

5.3. Preliminary Plat of Campbell Acres Phase 2

3505 & 3525 South Campbell Avenue and 3446 South Main Avenue (Applicant: Westport Management, LLC)

6. PUBLIC HEARINGS.

6.1. Z-2-2024 COD 247

1102, 1106, 1114, & 1120 East Cherokee Street (Applicant: One Hundred Two Glenstone, Inc.)

6.2. Z-14-2024

1400 West Walnut Street (Applicant: First General Baptist Church of Springfield)

7. OTHER BUSINESS.

8. ADJOURN.

In accordance with ADA guidelines, if you need special accommodations when attending this meeting, please notify the Planning and Development office at 417-864-1611 as soon as possible to accommodate your needs.

**City of Springfield
Minutes
Planning and Zoning Commission**

Bill Knuckles, Vice Chair
Helen Gunther
Christopher Lebeck
Betty Ridge

Natalie Broekhoven, Chair

Bruce Colony
Eric Pauly
Dan Scott
Randall Doennig

April 11, 2024

6:30pm

**Regional Police-Fire Training Center
2620 West Battlefield Road
Room 101, 102, and 103**

ROLL CALL.

Present: Commissioner Broekhoven, Commissioner Knuckles, Commissioner Colony, Commissioner Gunther, Commissioner Pauly, Commissioner Doennig, Commissioner Scott, and Commissioner Ridge. Absent: Christopher Lebeck,

Staff in attendance: Steve Childers, Planning and Development Director, Bob Hosmer, Planning Manager, Laura Vales, Assistant City Attorney, and Andrew Menke, Senior Planner.

APPROVAL OF MINUTES.

The minutes of March 14, 2024, were approved.

COMMUNICATIONS.

City Council summary for March 2024.

CONSENT ITEMS.

UNFINISHED BUSINESS.

Vacation 832
300 blk of Chestnut Street
Applicant: City of Springfield

Request to postpone to the May 9, 2024, Planning and Zoning meeting, received 48 hours in advance of the public hearing.

PUBLIC HEARINGS.

Z-10-2024
2333, 2335 & 2337 East Bennett Street
Applicant: Lou Ann Kennedy

Mr. Hosmer stated that this is a request to rezone approximately 0.76 acres of property from HM, Heavy Manufacturing to IC, Industrial Commercial.

Ms. LouAnn Kennedy, 651 E. Highpoint noted that they had the business for approximately 34 years and seen different changes and would like to change with it and that tenants are wanting to come into the building.

Ms. Broekhoven closed the public hearing.

COMMISSION ACTION:

Planning and Zoning Commission Board Member Knuckles moved to approve Z-10-2024, Commissioner Pauly seconded the motion. It **Passed** with the following vote. Ayes: Commissioner Broekhoven, Commissioner Gunther, Commissioner Pauly, Commissioner Scott, Commissioner Ridge, Commissioner Colony, Commissioner Knuckles, Commissioner Doennig. Nays: None. Absent: Commissioner Lebeck. Abstain: None.

Preliminary Plat of Shirley's Subdivision
425 East Trafficway & 320 North Jefferson Avenue
Applicant: City of Springfield

Mr. Menke stated that this is a request to approve a preliminary plat for a 2-lot subdivision.

Ms. Ridge asked for clarification on the name of the plat.

Mr. Jim Gray, Springfield Public Works, noted that it was named after an employee, Shirley Johnson, who had worked with the city for 47 years and just retired last August and volunteered frequently for United Way.

Ms. Broekhoven closed the public hearing.

COMMISSION ACTION:

Planning and Zoning Commission Board Member Knuckles moved to approve Preliminary Plat of Shirley's Subdivision, Commissioner Doennig seconded the motion. It Passed with the following vote. Ayes: Commissioner Broekhoven, Commissioner Gunther, Commissioner Pauly, Commissioner Scott, Commissioner Ridge, Commissioner Colony, Commissioner Knuckles, Commissioner Doennig. Nays: None. Absent: Commissioner Lebeck. Abstain: None.

Vacation 836
3246, 3248, 3250 & 3256 West Division Street
Applicant: Division St. Paving, LLC

Mr. Menke stated that this is a request to vacate a portion of alley right-of-way west of Division Street.

Ms. Bodeen, 304 W. Erie Street noted that the alley way is not accessible to the public right-of-way and the owner has no use for it and here to answer any questions.

Ms. Broekhoven closed the public hearing.

COMMISSION ACTION:

Planning and Zoning Commission Board Member Knuckles moved to approve Vacation 836, Commissioner Doennig seconded the motion. It **Passed** with the following vote. Ayes: Commissioner Broekhoven, Commissioner Gunther, Commissioner Pauly, Commissioner Scott, Commissioner Ridge, Commissioner Colony, Commissioner Knuckles, Commissioner Doennig. Nays: None. Absent: Commissioner Lebeck. Abstain: None.

OTHER BUSINESS.

Upper James River Urban Service Area (USA)
Citywide

Applicant: City of Springfield

Ms. Owen stated that this is a request to approve an amendment to the USA boundary within the Upper James River Basin.

Mr. Knuckles asked what other boards or commissions this has been reviewed by and if the area is incorporated with the USA Boundary Amendment>

Ms. Owen noted that it went to the Greene County Planning Board and as well as Greene County Commission and both are in support and ultimately the urban service area would be expanded or changed to include both amendments.

Ms. Broekhoven closed the public hearing.

COMMISSION ACTION:

Planning and Zoning Commission Board Member Knuckles moved to approve the Upper James River Urban Service Area (USA), Commissioner Pauly seconded the motion. It **Passed** with the following vote. Ayes: Commissioner Broekhoven, Commissioner Gunther, Commissioner Pauly, Commissioner Scott, Commissioner Ridge, Commissioner Colony, Commissioner Knuckles, Commissioner Doennig. Nays: None. Absent: Commissioner Lebeck. Abstain: None.

USA Boundary Amendment - Boundary Agreement Clean-up
Citywide

Applicant: City of Springfield

Ms. Owen stated that this is a request to approve an amendment to the USA boundary.

Mr. Knuckles commented that he was involved with a lot of these agreements and is pleased to see the urban service area map get cleaned up.

Mr. Scott asked if we were giving back to Republic, Battlefield, and Strafford and taking away from Willard?

Ms. Owen stated that they are basically filling in the area that is between the current service area boundary line and in agreement with the growth of the areas.

Mr. Pauly asked about the communication with the city of Strafford.

Ms. Owen noted that all cities were sent information, but have not heard back from Strafford, but will follow-up.

Mr. Knuckles stated that this a kind of reinforcement of the agreements made over the last 25 years.

Ms. Owen noted that it was originally established in 1984 but hasn't had a comprehensive cleanup of the line.

Mr. Scott asked why it has taken 25 years to clean up the line.

Ms. Owen noted that it was a recommendation in the comprehensive plan that was adopted recently and trying to clean up the lines.

Mr. Childers gave some of the background to the urban service area, which are intergovernmental agreements and noting that Springfield and other cities continue to grow that it is important to understand the boundaries.

He also noted that the city extends their sewer beyond city limits this has helped prompt to review the whole issue.

Ms. Broekhoven closed the public hearing.

COMMISSION ACTION:

Planning and Zoning Commission Board Member Knuckles moved to approve the USA Boundary Amendment - Boundary Agreement Clean-up, Commissioner Doennig seconded the motion. It **Passed** with the following vote. Ayes: Commissioner Broekhoven, Commissioner Gunther, Commissioner Pauly, Commissioner Scott, Commissioner Ridge, Commissioner Colony, Commissioner Knuckles, Commissioner Doennig. Nays: None. Absent: Commissioner Lebeck. Abstain: None.

2024 Capital Improvement Program

Citywide

Applicant: City of Springfield

Mr. Whitman states that this is a schedule and strategy for funding and planning the construction, maintenance and replacement of the City's infrastructure and public facilities for the next six-years.

Mr. Scott asked if this was being front loaded because last year it was 33 million and this year the request is 230 million.

Mr. Whitman noted that there are a lot of ARPA funds being represented and that these projects can take four to five years from design to planning to construction (which can take two to three years) and during the design phase the cost was lower and now are taking off during the construction years giving out examples.

Mr. Knuckles also gave out several examples when he was working with the city on how they were originally budgeted and costs currently.

Ms. Broekhoven closed the public hearing.

COMMISSION ACTION:

Planning and Zoning Commission Board Member Knuckles moved to approve the 2024 Capital Improvement Program, Commissioner Pauly seconded the motion. It **Passed** with the following vote. Ayes: Commissioner Broekhoven, Commissioner Gunther, Commissioner Pauly, Commissioner Scott, Commissioner Ridge, Commissioner Colony, Commissioner Knuckles, Commissioner Doennig. Nays: None. Absent: Commissioner Lebeck. Abstain: None.

Redevelopment Plan for The Sisters Mill Redevelopment Area

610 North Prospect Avenue

Applicant: The Sisters Mill Redevelopment Corporation

Mr. Schaefer stated that this facilitates redevelopment of blighted areas by providing partial real property tax abatement.

Mr. Scott asked about site in the floodplain and being under 3 feet of water and if they will be able to come back in later years to redevelop the silos or get an abatement?

Mr. Schaefer noted that it is was in a floodplain and is part of the consideration of the redevelopment and that if they could come back with an amendment to the redevelopment but would have to go through the whole process and a lot of the blighted conditions would be addressed in the initial plan.

Mr. Pauly asked about the environmental issues and wanted more information.

Mr. Schaefer stated that the site has undergone a phase one and phase two environmental assessments due to the use of the property and historically was a mill and have remnants of that past use in the soil. There was a 25,000 gallon above ground fuel tank that was on the site, but the main environmental contamination that is impacting the site is with the soil and there is also lots of lead-based paints.

Ms. Ridge asked when the silos cease to be used.

Mr. Schaefer noted that they have been vacant for the past 50 years.

Mr. Colony stated that the Planning and Zoning Commission role was to only review the redevelopment plan for conformance with the comprehensive plan.

Ms. Shelby Wood, 2144 E. Republic here on behalf of the applicant and here to answer any questions.

Ms. Broekhoven closed the public hearing.

COMMISSION ACTION:

Planning and Zoning Commission Board Member Doennig moved to approve the Redevelopment Plan for The Sisters Mill Redevelopment Area, Commissioner Knuckles seconded the motion. It **Passed** with the following vote. Ayes: Commissioner Broekhoven, Commissioner Gunther, Commissioner Pauly, Commissioner Scott, Commissioner Ridge, Commissioner Colony, Commissioner Knuckles, Commissioner Doennig. Nays: None. Absent: Commissioner Lebeck. Abstain: None.

ADJOURN.

PNZ City Council Results

Meeting Dates From: 04/01/2024 To: 05/31/2024

Project Info	PNZ Hearing Date / Result	1st City Council Hearing Date / Result	2nd City Council Hearing Date / Result
Vacation 832 300 blk of W Chestnut Street	5/9/2024 Tabled		
PPlat of Shirleys Subdivision 425 E TRAFFICWAY ST 320 N JEFFERSON AVE	4/11/2024 Approved	5/6/2024 Complete	5/20/2024 Approved
2024 Capital Improvement Program Citywide	4/11/2024 Approved	5/6/2024 Complete	
Z-10-2024 2333 E BENNETT ST 2331 E BENNETT ST 2335 E BENNETT ST 2337 E BENNETT ST	4/11/2024 Approved	5/6/2024 Complete	5/20/2024 Approved
Upper James River Urban Service Area (USA) Amendme Citywide	4/11/2024 Approved	5/6/2024 Complete	
The Sisters Mill Redevelopment Area 610 N PROSPECT AVE	4/11/2024 Approved	5/6/2024 Complete	5/20/2024 Approved
USA Boundary Amend - Boundary Agreement Clean-up Citywide	4/11/2024 Approved	5/6/2024 Complete	

DEVELOPMENT REVIEW STAFF REPORT

PROJECT INFORMATION

Case Number:	Request to Dispose 531
Location:	425 East Trafficway
Total Acres:	0.47 acres
Applicant:	City of Springfield
Existing Land Use:	Office building
Planning and Zoning Commission:	June 13, 2024
City Council:	July 8, 2024
Staff:	Andrew Menke, Senior Planner
Staff recommendation:	Staff recommends approval
Proposed motion:	Move to approve as submitted in the staff report. (All commission motions are made in the affirmative.)
Required Vote:	A majority of those present (5 members are a quorum).

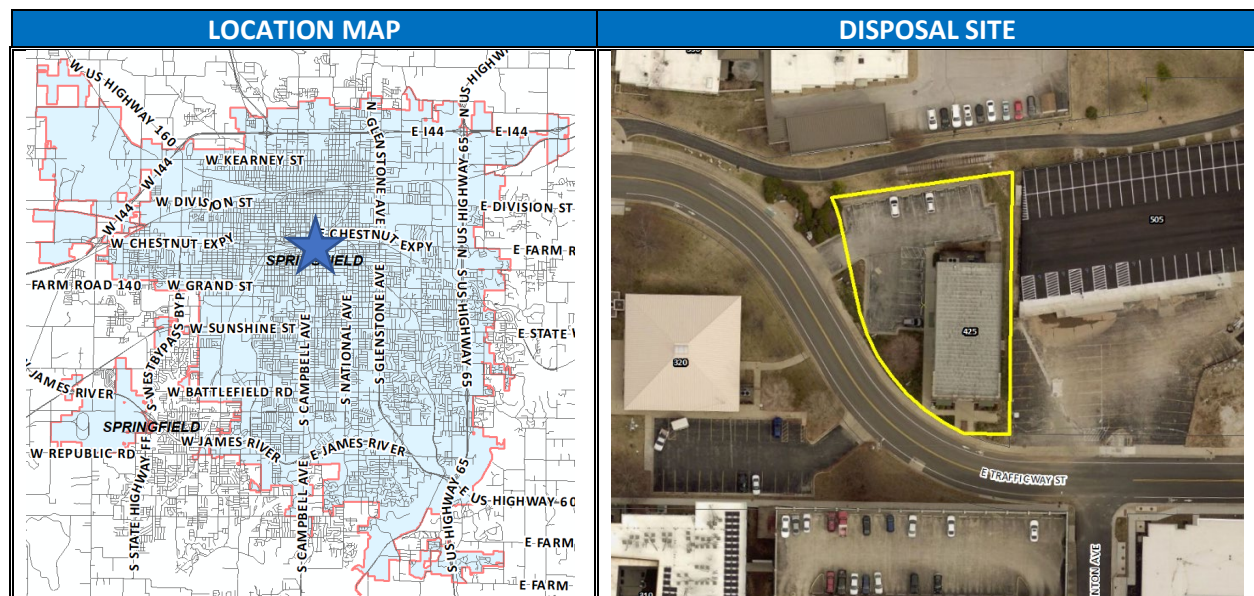
PROJECT SUMMARY:

The City of Springfield is proposing to dispose of the land generally located at 425 East Trafficway. The Land Clearance for Redevelopment Authority conveyed the land to the City in 1977 with the goal of providing redevelopment and growth to stabilize the center city area. The land is to be sold to the Community Foundation of the Ozarks, which is currently using the property.

The disposal shall not become effective until the following condition is met:

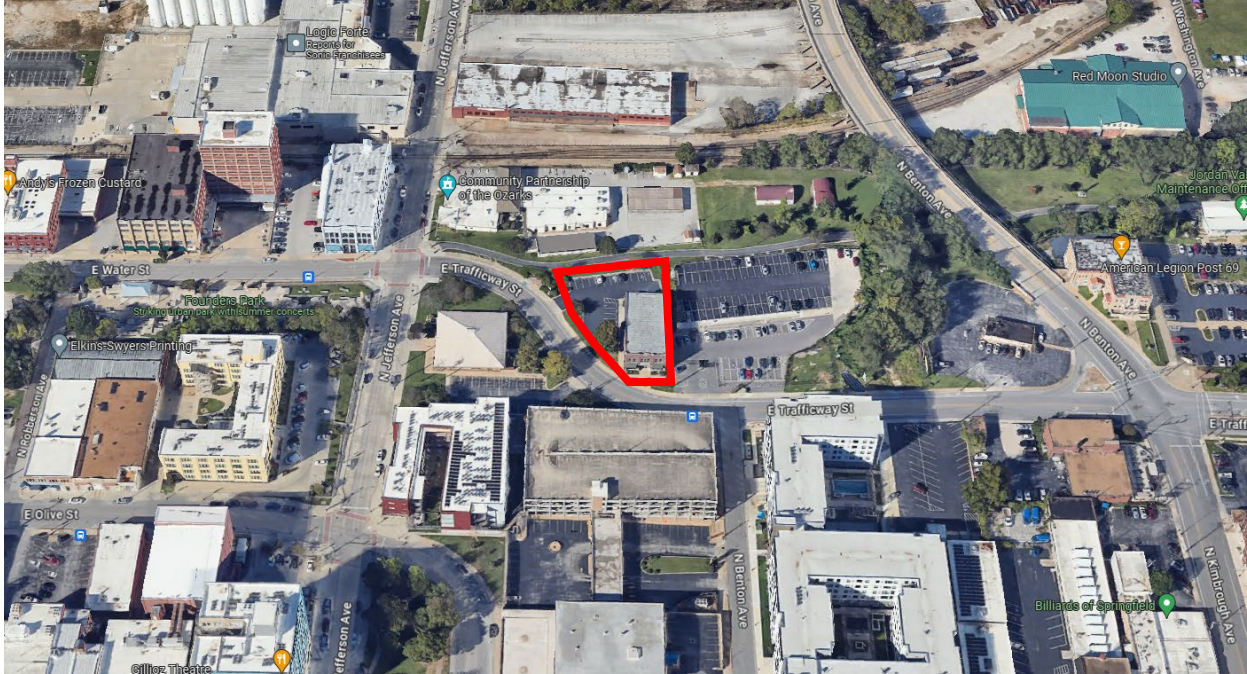
1. The Final Plat of Shirley's Subdivision is approved and recorded at the Greene County Recorder's Office.

If this condition is not met within one (1) year of City Council approval of the disposal, the aforementioned disposal approval is null and void and the land will remain under the ownership of the City.



DEVELOPMENT REVIEW STAFF REPORT

GOOGLE AERIAL OF LANDMARKS, BUSINESSES, AND ATTRACTIONS:



GOOGLE MAPS STREET VIEW:



DEVELOPMENT REVIEW STAFF REPORT

PLANNING AND ZONING COMMISSION AUTHORITY:

Sec. 11.7. - Legal status of master plan.

- (1) Master plan to provide general guidelines. The master plan shall be prepared and maintained as a general guide for the orderly and efficient development and redevelopment of the City of Springfield. The master plan shall be kept current through review not less than every five years. When required by this Charter or otherwise deemed necessary, such review shall include proposed revisions or alterations in the master plan and public hearings thereon.
- (2) Regulations to generally conform to master plan. All rezoning of land, subdivision plats, development proposals, and the zoning ordinance, subdivision ordinance and the zoning map should generally conform with the guidelines set forth in the master plan and should be reviewed for consistency with the master plan; provided, however, inconsistencies with the master plan shall not constitute cause to invalidate any such matter. The master plan shall not have the effect of a regulatory ordinance.
- (3) Master plan to guide public improvements. The master plan shall provide guidelines for the location of public streets, parks and other public ways, grounds and spaces, public buildings and structures, facilities of public or private utilities, and the acquisition of real property by the city for public use. To that end the planning and zoning commission shall review the following:
 - (a) All proposals to construct or extend public streets.
 - (b) All proposals to improve land as a park.
 - (c) All proposals to lay out or improve other public ways, grounds or spaces.
 - (d) All proposals to construct public buildings and structures.
 - (e) All proposals to lay out and construct facilities of public utilities, whether publicly or privately owned.
 - (f) All proposals to acquire real property for public purposes.

In reviewing and approving all such proposals, the function of the planning and zoning commission shall be to determine whether they are generally consistent with the master plan of the city. No such proposals shall be constructed or authorized until the location, extent and character thereof has been submitted and approved by the planning and zoning commission.

In case of disapproval, the commission shall communicate its reasons to the city council, and the city council, by vote of not less than two-thirds of its entire membership, may overrule the disapproval and, upon the overruling, the city council or the appropriate board or officer may proceed, except that if the proposal is by an agency other than an agency of the city and the authorization or financing does not fall within the province of the city council, then the submission to the planning commission shall be by the agency having jurisdiction, and the planning commission's disapproval may be overruled by that agency by a vote of not less than two-thirds of its entire membership. The acceptance, widening, removal, extension, relocation, narrowing, vacation, abandonment, change of use, acquisition of land, sale or lease of any street or other public facility is subject to similar submission and approval, and the failure to approve may be similarly overruled.

DEVELOPMENT REVIEW STAFF REPORT

In the event the commission shall fail to act within thirty days after the date of official submission of a proposal (which date shall be the date that the matter is placed upon the agenda of the commission) to the commission, then the proposal shall be deemed to have been approved by the commission, unless a longer period for review by the commission shall have been authorized by the council or by the public officials submitting the proposal. In any case in which the commission finds that it is not reasonably able to complete its review of a proposal within thirty days, it may extend the time for such review for not more than thirty days.

SURROUNDING ZONING, LAND USES AND PLACETYPES:

	NORTH	SOUTH	EAST	WEST
ZONING	HM	CC	CC w/ COD #95	CC
LAND USE	Office	Parking garage	Parking lot	Office building
PLACETYPES	Downtown	Downtown	Downtown	Downtown

LAND DISPOSAL POLICY:

Planning and Zoning Commission adopted the following policy statement for land disposals by public bodies:

1. Where is the property located?

The land to be disposed is located at 425 East Trafficway.

2. Legal description.

See last section of staff report.

3. Why doesn't the City of Springfield need the property anymore?

The Land Clearance for Redevelopment Authority conveyed the land to the City in 1977 to encourage economic development.

In 1996, the Springfield Area Chamber of Commerce and the City entered a land lease with option to purchase. The Chamber later conveyed their interests to the United Way of the Ozarks with United Way entering a City land lease with an option to purchase the land. Later, Great Southern Community Foundation Corporation assumed an interest in the subject land from United Way and constructed the improvements located at 425 East Trafficway. In 2006, GSCFC's interests in the improvements on the lease land transferred to the Community Foundation of the Ozarks.

The economic development goal for this property has been accomplished.

4. When was the current building erected?

The improvements at 425 E Trafficway were constructed in 2004 on a portion of land leased from the City of Springfield.

DEVELOPMENT REVIEW STAFF REPORT

5. Why was property acquired? What did the city originally intend to do with the property?

The Land Clearance for Redevelopment Authority conveyed the land to the City of Springfield in 1977 with the goal of promoting center city business and providing for redevelopment and growth to stabilize the area.

6. Who will purchase property?

The Community Foundation of the Ozarks will purchase the leased City land.

STAFF ANALYSIS AND RECOMMENDATION:

1. The subject land is within the city limits of the City of Springfield.
2. The proposed disposal will not adversely affect City of Springfield's operations.
3. The land was conveyed by the Land Clearance for Redevelopment Authority to the City of Springfield with the goal of providing redevelopment and growth to stabilize the center city area.
4. The disposed land will be purchased by the Community Foundation of the Ozarks.

STAFF RECOMMENDATION:

1. Staff recommends approval based on the findings of fact above, with the condition that the disposal shall not become effective until the following condition is met:
 - a) The Final Plat of Shirley's Subdivision is approved and recorded at the Greene County Recorder's Office.

If this condition is not met within one (1) year of City Council approval of the disposal, the aforementioned disposal approval is null and void and the land will remain under the ownership of the City.

PLANNING AND ZONING OPTIONS:

1. Recommend that the request to dispose is determined to be generally consistent with the master plan (Comprehensive Plan Forward SGF).
2. Recommend that the request to dispose is determined to be not consistent with the master plan (Comprehensive Plan Forward SGF).



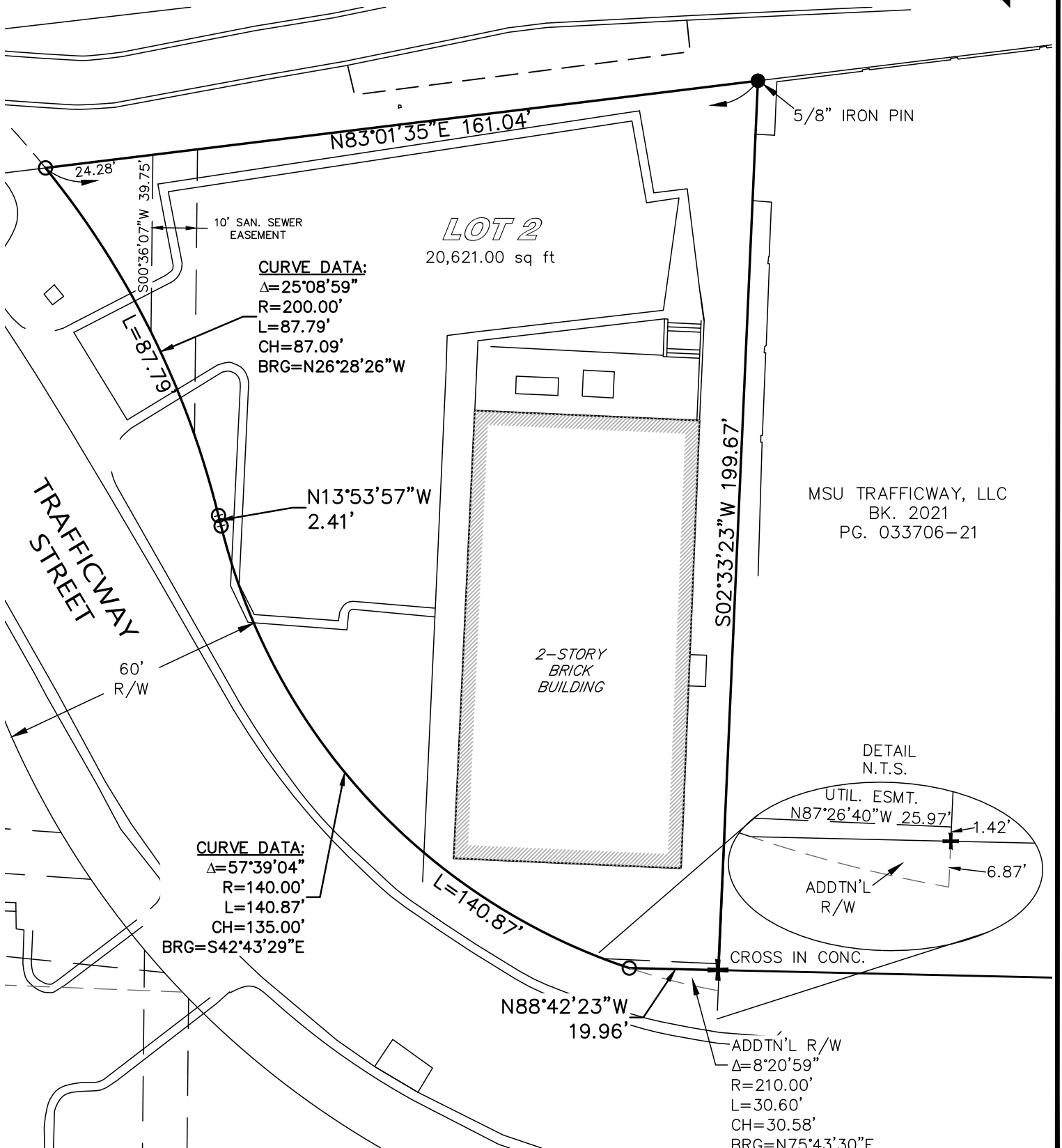
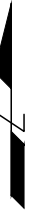
DEVELOPMENT REVIEW STAFF REPORT

LEGAL DESCRIPTION:

Lot 2, Shirley's Subdivision, a part of the NE1/4 NE1/4 Section 24, Township 29, Range 22 West, in the City of Springfield Missouri

EXHIBIT OF
LOT 2
SHIRLEY'S SUBDIVISON
IN THE CITY OF SPRINGFIELD,
GREENE COUNTY, MISSOURI

GRID NORTH
MISSOURI COORDINATE
SYSTEM 1983
CENTRAL ZONE
SCALE 1"=30'



Transportation Engineering
Survey Section - Building M
827 N Franklin

Date: 04/16/2024 Job# 1200
Drawing: 1200_Lot 2 Exhibit



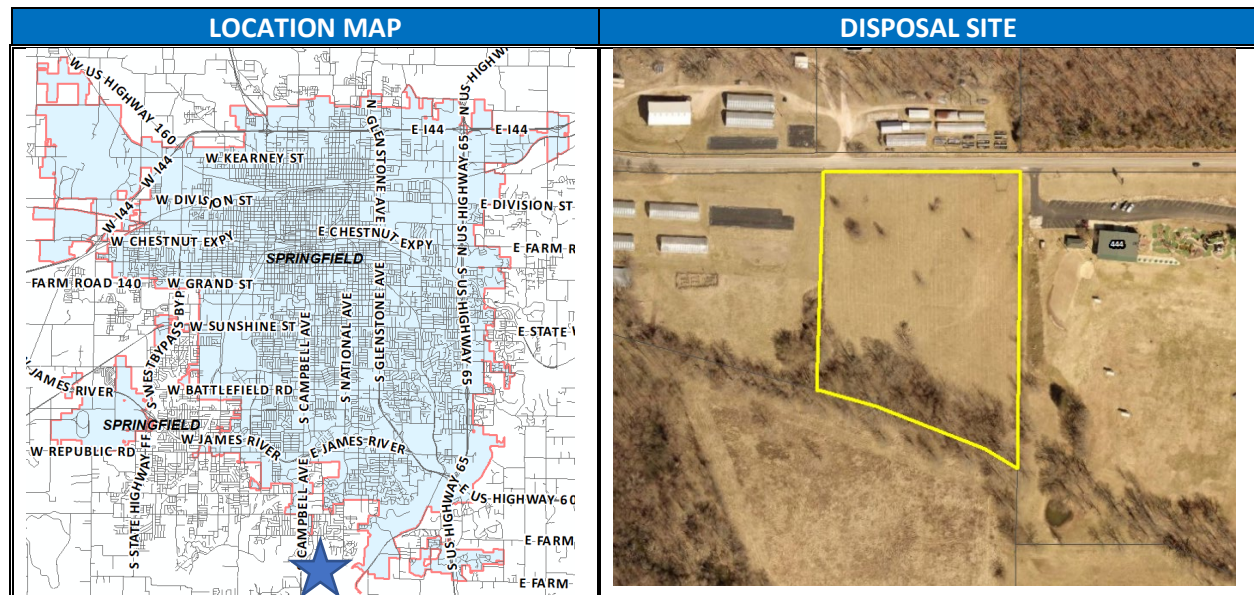
DEVELOPMENT REVIEW STAFF REPORT

PROJECT INFORMATION

Case Number:	Request to Dispose 533
Location:	200 blk of East Farm Road 192 (south side)
Total Acres:	4.93 acres
Applicant:	City Utilities
Existing Land Use:	Undeveloped
Planning and Zoning Commission:	June 13, 2024
City Council:	July 8, 2024
Staff:	Andrew Menke, Senior Planner
Staff recommendation:	Staff recommends approval
Proposed motion:	Move to approve as submitted in the staff report. (All commission motions are made in the affirmative.)
Required Vote:	A majority of those present (5 members are a quorum).

PROJECT SUMMARY:

City Utilities is proposing to dispose of the property generally located on the south side of the 200 block of East Farm Road 192. The property was acquired for a potential electric substation; however, the demand for this substation never developed.



DEVELOPMENT REVIEW STAFF REPORT

GOOGLE AERIAL OF LANDMARKS, BUSINESSES, AND ATTRACTIONS:



GOOGLE MAPS STREET VIEW:



DEVELOPMENT REVIEW STAFF REPORT

PLANNING AND ZONING COMMISSION AUTHORITY:

Sec. 11.7. - Legal status of master plan.

- (1) Master plan to provide general guidelines. The master plan shall be prepared and maintained as a general guide for the orderly and efficient development and redevelopment of the City of Springfield. The master plan shall be kept current through review not less than every five years. When required by this Charter or otherwise deemed necessary, such review shall include proposed revisions or alterations in the master plan and public hearings thereon.
- (2) Regulations to generally conform to master plan. All rezoning of land, subdivision plats, development proposals, and the zoning ordinance, subdivision ordinance and the zoning map should generally conform with the guidelines set forth in the master plan and should be reviewed for consistency with the master plan; provided, however, inconsistencies with the master plan shall not constitute cause to invalidate any such matter. The master plan shall not have the effect of a regulatory ordinance.
- (3) Master plan to guide public improvements. The master plan shall provide guidelines for the location of public streets, parks and other public ways, grounds and spaces, public buildings and structures, facilities of public or private utilities, and the acquisition of real property by the city for public use. To that end the planning and zoning commission shall review the following:
 - (a) All proposals to construct or extend public streets.
 - (b) All proposals to improve land as a park.
 - (c) All proposals to lay out or improve other public ways, grounds or spaces.
 - (d) All proposals to construct public buildings and structures.
 - (e) All proposals to lay out and construct facilities of public utilities, whether publicly or privately owned.
 - (f) All proposals to acquire real property for public purposes.

In reviewing and approving all such proposals, the function of the planning and zoning commission shall be to determine whether they are generally consistent with the master plan of the city. No such proposals shall be constructed or authorized until the location, extent and character thereof has been submitted and approved by the planning and zoning commission.

In case of disapproval, the commission shall communicate its reasons to the city council, and the city council, by vote of not less than two-thirds of its entire membership, may overrule the disapproval and, upon the overruling, the city council or the appropriate board or officer may proceed, except that if the proposal is by an agency other than an agency of the city and the authorization or financing does not fall within the province of the city council, then the submission to the planning commission shall be by the agency having jurisdiction, and the planning commission's disapproval may be overruled by that agency by a vote of not less than two-thirds of its entire membership. The acceptance, widening, removal, extension, relocation, narrowing, vacation, abandonment, change of use, acquisition of land, sale or lease of any street or other public facility is subject to similar submission and approval, and the failure to approve may be similarly overruled.

DEVELOPMENT REVIEW STAFF REPORT

In the event the commission shall fail to act within thirty days after the date of official submission of a proposal (which date shall be the date that the matter is placed upon the agenda of the commission) to the commission, then the proposal shall be deemed to have been approved by the commission, unless a longer period for review by the commission shall have been authorized by the council or by the public officials submitting the proposal. In any case in which the commission finds that it is not reasonably able to complete its review of a proposal within thirty days, it may extend the time for such review for not more than thirty days.

SURROUNDING ZONING, LAND USES AND PLACETYPES:

	NORTH	SOUTH	EAST	WEST
ZONING	County R-1	County R-1	County PAD	County PAD
LAND USE	Nursery	Undeveloped	Mini golf course	Nursery
PLACETYPES	Traditional Neighborhood	Traditional Neighborhood	Traditional Neighborhood	Traditional Neighborhood

LAND DISPOSAL POLICY:

Planning and Zoning Commission adopted the following policy statement for land disposals by public bodies:

1. Where is the property located?

Approximately 1000 feet east of Highway 160 on Farm Road 192.

2. Legal description.

See last section of staff report.

3. Why doesn't City Utilities need the property anymore?

The need for a substation in that area never arose.

4. When was the current building erected?

No buildings on the property.

5. Why was property acquired? What did City Utilities originally intend to do with the property?

The property was acquired for a potential electric substation. The demand for this substation never developed.

6. Who will purchase property?

It will be surplus by sealed bid.

DEVELOPMENT REVIEW STAFF REPORT

STAFF ANALYSIS AND RECOMMENDATION:

1. The subject property is outside the city limits of the City of Springfield.
2. The proposed disposal will not adversely affect the operations of City Utilities or the City of Springfield.
3. The property was acquired for a potential electric substation. The demand for this substation never developed.
4. The disposed property will be surplus by sealed bid.

STAFF RECOMMENDATION:

1. Staff recommends approval based on the findings of fact above.

PLANNING AND ZONING OPTIONS:

1. Recommend that the request to dispose is determined to be generally consistent with the master plan (Comprehensive Plan Forward SGF).
2. Recommend that the request to dispose is determined to be not consistent with the master plan (Comprehensive Plan Forward SGF).

DEVELOPMENT REVIEW STAFF REPORT

LEGAL DESCRIPTION:

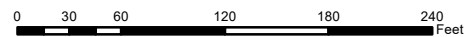
The east 400 feet of that Tract of land described in the Greene County, Missouri Recorder's Office in Book 1927, Page 1658, containing 4.93 acres more or less, being a part of the Southwest Quarter of the Southwest Quarter of Section 25, Township 28 north, Range 22 west, Greene County, Missouri.



W FARM ROAD 192

E FARM ROAD 192

444



SCALE: 1:1,333

Planning & Zoning Commission Page 7 of 7



DISCLAIMER: All information included on this map or digital file is provided "as-is" for general information purposes only. The City of Springfield, and all other contributing data suppliers, make no warranties, expressed or implied, concerning the accuracy, completeness, reliability, or suitability of the data for any particular use. Furthermore, the City of Springfield, and all other contributing data suppliers, assume no liability whatsoever associated with the use or misuse of the data.

**PLANNING AND DEVELOPMENT DEPARTMENT
DEVELOPMENT REVIEW OFFICE
MEMORANDUM**

DATE: May 28, 2024

TO: Planning and Zoning Commission

FROM: Andrew Menke
Senior Planner

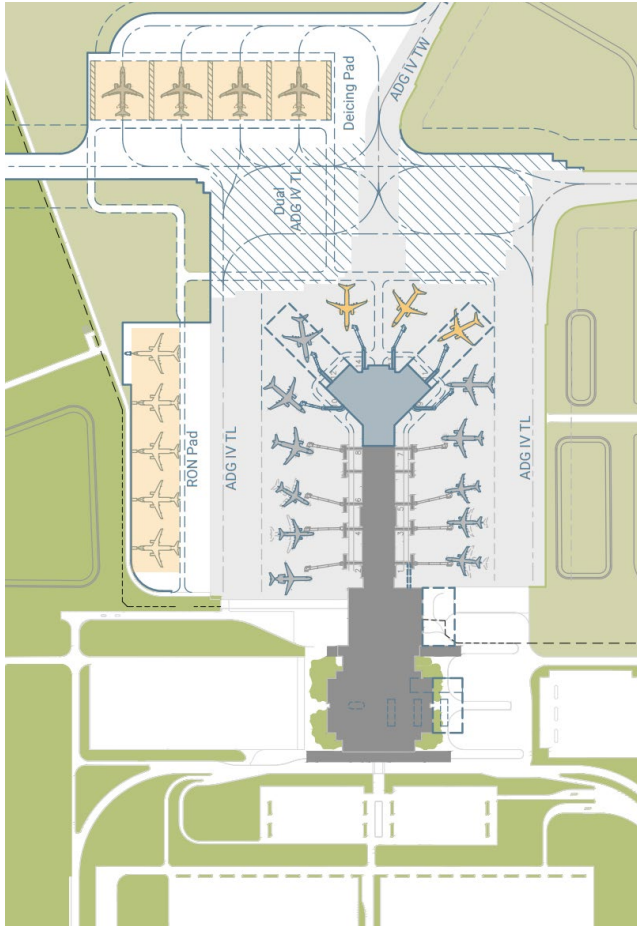
SUBJECT: Vacation 832

This case has been postponed to the Planning and Zoning Commission meeting on July 11, 2024.

Development Review Staff Report

PLANNING AND ZONING COMMISSION PUBLIC HEARING: June 13, 2024

CITY COUNCIL PUBLIC HEARING: July 8, 2024



CASE: Airport Master Plan

STAFF:

Brian Weiler, 868-0500, Ext 82001

STAFF RECOMMENDATIONS:

Approve

PROPOSED MOTION:

To recommend approval of the Airport Master Plan for the City of Springfield

Development Review Staff Report



BACKGROUND

An Airport Master Plan is required from all public airports by the Federal Aviation Administration (FAA) to be eligible for federal grant funding. The plan establishes a 20-year development plan and prioritizes projects based on need. It looks at all airport facilities (airfield, landside, and support), land use development (both aeronautical and non-aeronautical), and operational factors (demand and funding strategies). A master plan is NOT a wish list for development that is not supported by demand or market opportunity.

The last master plan for the Springfield-Branson Nation Airport (SGF) was completed back in 2012. Since that time SGF has experienced strong growth, impacts from the pandemic, and there have been changes in the overall aviation industry that necessitate a refreshed plan. The FAA issued a grant to SGF to complete a new master plan and the consulting firm of Crawford, Murphy, and Tilly was hired to complete the work.

The major stages of a master plan include a thorough inventory, demand projections, facility requirements, development alternatives, land use compatibility, and implementation plan. A stakeholder involvement group made up of users, tenant businesses, local officials, and technical experts helped guide this 18-month process. A public meeting was held 10/17/23 at the Art Museum and a joint briefing for City Council and Airport Board was held 10/31/2023 before the draft plan was submitted to the FAA for review.

FAA has indicated it will approve the Airport Master Plan soon and the Airport would like brief and request concurrence from the Planning and Zoning Commission before bringing it to City Council for final adoption.

ANALYSIS

The master plan is predicting continued growth in all aviation use areas within the next 20-year planning period (airline, military, cargo, and general aviation). Thanks to past proactive efforts buying land, the Airport's approximately 3,300 acres of current land owned can accommodate future growth with minimal land acquisition needed. Carryovers from previous master plans include space for a new west parallel runway and 1,000' extension to runway 2-20 when needed.

The plan calls for several capital projects to keep up with the aviation needs for the region. These include expansion of the airline terminal, associated ramp areas, and a new auto parking garage. There are also expansions planned for air cargo, general aviation hangar development, airline maintenance operations, and aviation training facilities such as the pilot and mechanic programs offered by Ozark Technical Community College. Finally, the plan provides room for plans to expand the AVCRAD military base located at SGF.

It should be noted approval of the master plan does not guarantee federal funding to complete proposed projects, but it does qualify the airport to seek such funding on a competitive basis with other public airports and as grant funding is made available. The Airport Director will brief the Commission on the major findings and recommendations of the Airport Master Plan.

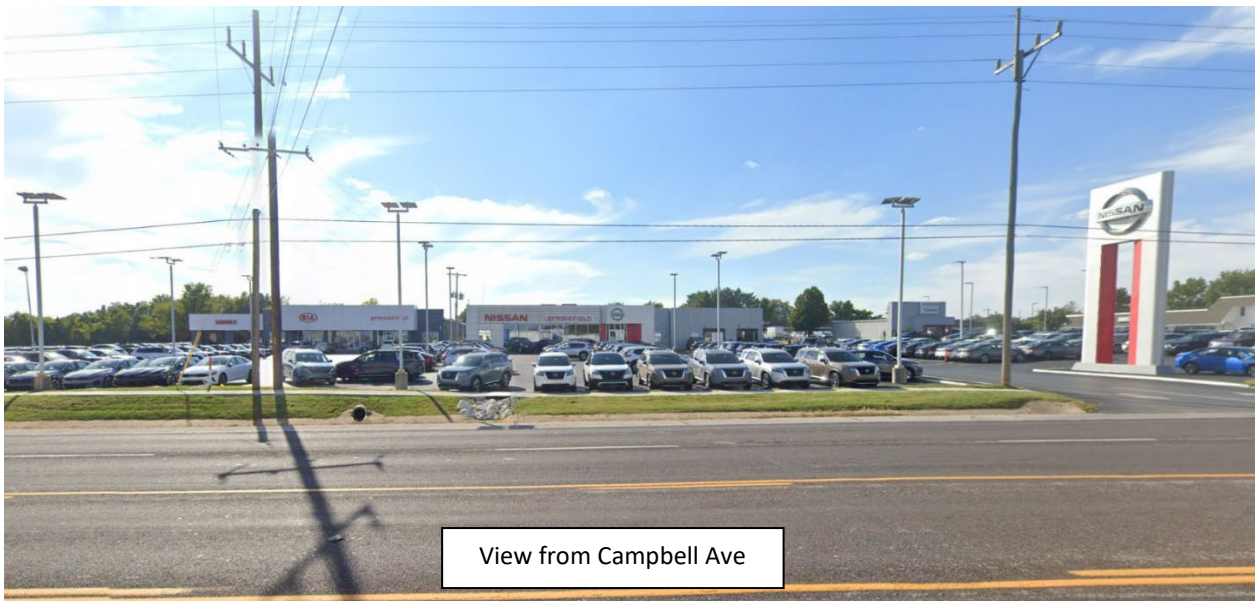
<https://projectmeetingonline.com/sgf-master-plan/>

DEVELOPMENT REVIEW STAFF REPORT

GOOGLE AERIAL OF LANDMARKS, BUSINESSES, AND ATTRACTIONS:



GOOGLE MAPS STREET VIEW:



DEVELOPMENT REVIEW STAFF REPORT



PROPERTY HISTORY:

The subject property was annexed into the city on December 31, 1967. The adjacent stretch of Main Avenue was dedicated as part of Lam Subdivision in 1978. Lot 3 and the south half of Lot 1 of the proposed subdivision were first platted as Lot 1 of Campbell Acres, which was recorded at the Greene County Recorder's Office on April 3, 2023.

At the time of the 1995 citywide remapping, the first 800 feet west of Campbell Avenue was zoned Highway Commercial and the remaining area within the subject property was zoned Residential Townhouse. In 2006, an additional 180 feet of the south half of the proposed Lot 1 was rezoned to Highway Commercial. The north half of the proposed Lot 1 was approved for rezoning to Medium-Density Multifamily Residential with Conditional Overlay District #131 in 2017, but failed to meet a condition of the rezoning within two years of City Council approval. This rendered the rezoning void.

PLANNING AND ZONING COMMISSION AUTHORITY:

Sec. 36-226. - Major subdivision review procedure.

(3) Preliminary plat.

- (a) After participating in the pre-subdivision review with city staff, the subdivider may prepare a preliminary plat, together with supplementary material as prescribed in section 36-263.
- (b) Copies of the preliminary plat and supplementary materials specified, together with a fee for administrative handling and processing in the amount prescribed by ordinance, shall be submitted to the director of planning and development with written application for approval. Upon determination that the application is complete, the director shall place the application on the agenda of the commission at a regular meeting not later than the second such meeting following the date of the filing of the application.

DEVELOPMENT REVIEW STAFF REPORT

- (c) The commission shall hold a public hearing on the preliminary plat. Notice of the public hearing shall be made in accordance with city ordinance and the rules of the commission.
- (d) The commission shall review the preliminary plat and supporting material, recommendations from agencies or officials, and testimony and exhibits submitted at the public hearing. The commission shall approve, conditionally approve or disapprove the preliminary plat and if approved, the commission shall express its approval and state the conditions of such approval, if any, or if disapproved, shall express its disapproval and its reasons, therefore. In any case, a notation of the action taken, and the reasons, therefore, shall be entered in the records of the commission.
- (e) If approved by the commission or approved with conditions acceptable to the applicant, then the director of planning and development shall forward the preliminary plat to the city council for its approval. Council shall determine if the land or easement proposed to be dedicated by the applicant for public use or if the public improvements shall be accepted by the city. If the city council determines that the location of the land to be dedicated for public use or the location of public improvements is appropriate and complies with applicable ordinances then the city council shall authorize the acceptance of the dedication of the land or easements upon the applicant filing and recording a final plat which substantially conforms to the preliminary plat and shall authorize the acceptance of the public improvements upon the director of public works certifying to the director of planning and development and the city clerk that the public improvements have been made in accordance with city standards and specifications.
- (f) If approved with modifications which are not acceptable to the applicant or if disapproved, the director of planning and development shall attach to the plat a statement of reasons for such action and return it to the subdivider.
- (g) Actions by the commission regarding the preliminary plat are final unless such action is appealed by the subdivider to the city council within 90 days of the action by the commission.
- (h) Effective period of preliminary approval.
 - 1. The approval of a preliminary plat shall be effective for a period of two years. The application for final plat approval must be submitted to the department of planning and development within the two-year period. Any plat not submitted within the two-year limit shall be null and void except as provided in subparagraph 2. below.
 - 2. The planning and zoning commission may at its discretion and upon application by the subdivider extend the effective period of preliminary approval by two years, one time. All other submittals shall be considered a new preliminary plat and subject to applicable reviews.

Sec. 36-206. - Variances.

- (1) *General.* Deviations from and exceptions to the standards and procedures of this article may be granted by the city council, the planning commission or the director of planning and development, as set forth herein only if such deviations and exceptions conform to the following conditions and procedures. Such deviations and exceptions are referred to, for purposes of this article, as variances relative to zoning and other ordinances and codes effective in the City of Springfield. No application for preliminary plat which would create conditions requiring a variance or exception from zoning standards or other ordinances or

DEVELOPMENT REVIEW STAFF REPORT

codes by the board of adjustment, shall be submitted to the planning and zoning commission unless and until the applicant's request for variance or exception shall have been first submitted to and approved by the board of adjustment.

- (2) *Purpose and intent.* It is the purpose and intent of this variance procedure to provide relief from unusual hardship, inequitable construction procedures, design requirements which may be impractical and other conditions which occur with a specific parcel of land but do not occur in the normal subdivision process.
- (3) *Conditions of variance approval.* No variance shall be granted unless it is found that:
 - (a) There are special and unusual circumstances affecting said property such that the strict application of the provisions of this article would deprive the owner of the reasonable use of his land and is not the mere grant of a privilege; and
 - (b) The variance is necessary for the preservation and enjoyment of a substantial property right of the owner; and
 - (c) The granting of the variance would not be detrimental to the public safety, convenience or welfare or be injurious to other property in the vicinity.
- (4) *Recording required.* When a variance from these regulations has been approved, the details of such variance shall be recorded in the office of the Recorder of Deeds of Greene County. No such variance shall be recorded, however, until a 30-day period shall have passed during which time said variance may be challenged in a court of competent jurisdiction.
- (5) *Authority to grant variances.*
 - (a) The planning commission shall be empowered to grant variances with respect to the improvements and the design standards relative to lot dimensions and arrangements, street location, alignment, the location, and alignment of easements, building lines and similar standards.
 - (b) City council shall review requests for variances only upon an appeal by an applicant from a denial of a request by the commission and only upon the written record made before the commission.
- (6) *Procedure.*
 - (a) Variances shall be reviewed in accordance with one of the two following procedures:
 1. Requests for variances may be submitted concurrently with the preliminary plat or final plat if it is a minor subdivision. The applications for variance shall be made on forms provided by the director and shall state precisely the provisions from which variance is requested along with the reasons therefor. Such variance application shall be reviewed and acted upon concurrently with the preliminary plat or final plat if a minor subdivision.
 2. Requests for variances independent of plat review shall be permitted if the applicant can show good cause why such request was not made at the time of the preliminary plat and shall be submitted on forms provided by the director along with a fee for administrative processing in the amount prescribed by ordinance. Such application shall be submitted to the commission.

DEVELOPMENT REVIEW STAFF REPORT

3. Within 30 days after commission has acted on a variance, the city council may, by vote of council, elect to conduct independent review of any variances considered by the commission and may grant, reverse, modify or affirm the decision of the commission based on the provisions of this article and procedures for granting variances.

ZONING ORDINANCE REQUIREMENTS:

CODE ITEM	REQUIREMENTS FOR HIGHWAY COMMERCIAL
Minimum lot dimension requirements	36 feet of frontage along a public street
Maximum structure height	None, except that all structures shall remain below a 30-degree bulk plane as measured from the boundary of any R-SF or R-TH district.
Front yard setback	15 feet along local streets 25 feet along Collector streets or higher
Side and rear yard setback	None, except as required by section 36-453, supplemental open space and yard regulations, and the buffer yard requirements in subsection 36-422(8)
Street Classification	S Campbell Avenue – Primary Arterial S Main Avenue – Residential Local
Sidewalks	Along the property frontage of S Campbell Avenue there are existing sidewalks and sidewalks are required. There are no sidewalks along the property frontage of S Main Avenue, and none are required.
Open Space Requirements	Not less than 20 percent of the gross site area.

CODE ITEM	REQUIREMENTS FOR RESIDENTIAL TOWNHOUSE
Minimum lot dimension requirements	- Single-family detached dwellings and residential group homes: 5,000 square feet - Duplexes: 7,500 square feet. - Each single-family semi-detached dwelling on a separate platted lot: 3,750 square feet. - Each townhouse on a separate platted lot: a. End lots: 4,000 square feet b. Interior lots: 3,000 square feet - All other uses: 7,500 square feet
Maximum structure height	- When side yards are less than 15 feet in width: 35 feet or two and one-half stories above the finished grade. - When side yards are 15 feet in width or greater: 45 feet or three stories above the finished grade.
Front yard setback	15 feet along local streets 25 feet along Collector streets or higher
Side yard setback	- Townhouses: Six feet or as required by section 36-453, supplemental open space and yard regulations, provided that no side yard is required for a townhouse or attached single-family dwelling when a common wall is located on the lot line. - All other uses: Five feet.

DEVELOPMENT REVIEW STAFF REPORT

Rear yard setback	Ten percent of the lot depth but may not be less than ten feet nor will more than 20 feet be required.
Street Classification	S Campbell Avenue – Primary Arterial S Main Avenue – Residential Local
Sidewalks	Along the property frontage of S Campbell Avenue there are existing sidewalks and sidewalks are required. There are no sidewalks along the property frontage of S Main Avenue, and none are required.
Open Space Requirements	Not less than 20 percent of the total lot area.

COMPATIBILITY WITH COMPREHENSIVE PLAN:

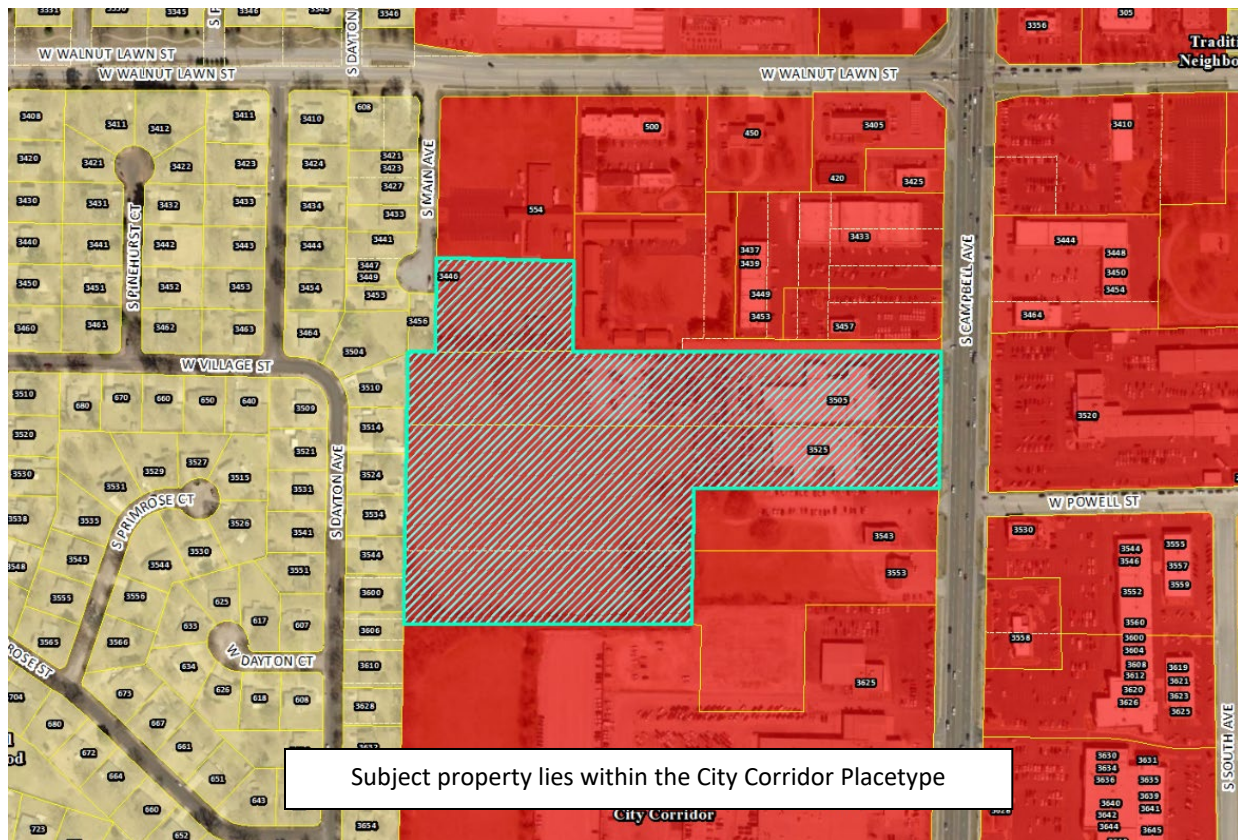
PLACETYPE: CITY CORRIDOR

The *Comprehensive Plan's Land Use & Development* chapter groups this area into the City Corridor Placetype. This placetype predominantly consists of commercial and service-related development varying in scale, ranging from standalone businesses to large retail centers. City Corridors are also key locations to support and encourage multi-family developments that rely on proximity to retail, commercial services, and employment centers. Each of these use groups are best located along major roadways with high volumes of traffic. This placetype is not only highly accessible by car, but also by walking, biking, and transit. City Corridors provide a wide range of shopping, service, entertainment, and employment destinations for both residents and visitors. Common uses within the placetype include chain restaurants, gas stations, hotels, national retailers, movie theaters, smaller offices, and a variety of support services. City Corridors contribute significantly to Springfield's economy and local tax base with a regional customer draw. City Corridors are locations of significant redevelopment opportunity, where absorption of underserved housing, employment, sales, and service, can be accommodated. Underutilized properties may be redeveloped into higher density multifamily or mixed-use developments where appropriate to increase activity within the placetype. (p. 46, *Chapter 5: Land Use & Development*)

The proposed plat is supported by the City Corridor objective of seeking out underutilized property for redevelopment. The existing lots fronting on Campbell Avenue are already developed and there is no immediate need for the vacant land on the rear side of these lots. Reconfiguring the lots gives the vacant land direct access to Main Avenue. This provides opportunity for future development of the site, whether it be one large development or further subdivided to allow for multiple uses.

DEVELOPMENT REVIEW STAFF REPORT

FUTURE PLACETYPE MAP:



PLACETYPES	LAND USES													
	Single-Family Detached	Single-Family Attached	Multi-family	Parks & Open Space	Sports Complexes & Recreational Facilities	Urban Agriculture	Office / Hospitality / Retail Sales & Service	Neighborhood Commercial	Maker, Artisan & Innovation Spaces	Public & Private Schools & Places of Worship	Universities, Colleges & Vocational Schools	Government, Healthcare & Institutional Facilities	Personal Storage, Outdoor Sales & Service	Light Industry
Residential Neighborhood	●	○	◇	○	○	○	○	○	○	○	○	○	○	○
Mixed Residential	●	●	○	○	○	○	○	○	○	○	○	○	○	○
Downtown	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Mixed-Use	○	○	○	○	○	○	○	○	○	○	○	○	○	○
City Corridor	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Institutional & Employment Center	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Business Flex	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Industry & Logistics	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Urban Green Space & Recreation	○	○	○	○	○	○	○	○	○	○	○	○	○	○

● Primary Land Use: More prominent and play a pivotal role in characterizing that placetype

○ Supporting Land Use: Less prevalent and serve to support the primary land use.

◇ Low Intensity Supporting Land Use: Less prevalent and serve to support the primary use at neighborhood scale

DEVELOPMENT REVIEW STAFF REPORT

MAJOR THOROUGHFARE MAP:



SURROUNDING ZONING, LAND USES AND PLACETYPES:

	NORTH	SOUTH	EAST	WEST
ZONING	R-TH, R-MD, & GR	R-TH & HC	HC	R-TH & R-SF
LAND USE	Church, Residential, & Commercial	Undeveloped & Vacant Commercial	Commercial	Residential
PLACETYPES	City Corridor	City Corridor	City Corridor	Traditional Neighborhood

DEVELOPMENT REVIEW STAFF REPORT

STAFF ANALYSIS AND RECOMMENDATION:

1. The applicant is proposing to subdivide approximately 16.7 acres into a three (3) lot subdivision named "Campbell Acres Phase II".
2. The applicant is requesting two subdivision variances.
3. The applicant is requesting a subdivision variance to vary from Sections 36-243(2) & (3) of the Subdivision Regulations to allow for subdivision activity without providing a continuation of existing streets in adjoining areas or making provisions for the proper projection of streets in adjoining areas not subdivided.
 - a. The north portion of the proposed plat and the adjacent land to the south are unplatted. Application of these Subdivision Regulations requires Main Avenue to extend south to the adjacent unplatted area. Potential future connections could then be made to Campbell Avenue or Swan Street.
4. The applicant is requesting a subdivision variance to vary from Section 36-251(4) of the Subdivision Regulations. The requested variance is for allowing an access point on the proposed Lot 2 to remain:
 - a. Section 36-251(4) of the Subdivision Regulations requires a minimum distance of 200 feet from edge of driveway to edge of driveway. The driveway on Lot 2 is roughly 40 feet from the access drive to the north. Tracts less than 250 feet wide must either share common access or take access from a local or collector street. The proposed Lots 2 & 3 are 150 feet wide and 180 feet wide, respectively. Based on these requirements, no direct access would be allowed for Lot 2.
 - b. The variance shall expire, and the existing access shall be removed to the satisfaction of the Director of Public Works and made to comply with existing City Code and Subdivision Regulations valid at the time any of the following occur:
 - i. Any change in use from a retail automotive dealership or any addition of any use type added to the property which is not generally consistent and customary with that of other retail automotive dealerships.
 - ii. The property redevelops to a material degree requiring a change in access and/or significant traffic flow changes warranting a new site plan. Any redevelopment of the property whereby the use remains as a retail automotive dealership, but a site plan is required by the city (i.e., any building SF addition under the 40% requirement referenced below) shall not trigger this clause.
 - iii. Any future subdivision activity or lot adjustments to the property.
 - iv. Any building construction for 3505 S. Campbell Ave increasing the square footage of the current building residing on the property (as of the date of this variance) more than 40 percent.

DEVELOPMENT REVIEW STAFF REPORT

- v. Any modification to the access not consisting of routine maintenance or pavement sealing.

The access shall be removed, or the cost of the removal held by securities (escrow) with the City prior to issuance of any permits triggering removal of the access as noted herein.

5. A response from the applicant in the variance approval criteria (**Attachment 3**) indicates plans for a multifamily development on Lot 1. This use is not permitted by the existing zoning and a rezoning will be required to develop the proposed lot in this manner.
6. All lots meet the minimum dimension requirements of the City's subdivision regulations, the Highway Commercial District, and the Residential Townhouse District.
7. If Planning and Zoning Commission approves the preliminary plat, then the plat will be forwarded to City Council for acceptance of public streets and easements. An approved preliminary plat is active for two (2) years.
8. The proposed preliminary plat was reviewed by City departments and comments are contained in **Attachment 1**. Conditions of Approval are provided in **Attachment 2**. Variance approval criteria is provided in **Attachment 3**. The Preliminary Plat drawing can be found in **Attachment 4**. Letters submitted by the applicant, requesting a subdivision variance, are included as **Attachment 5**.

STAFF RECOMMENDATION:

1. Staff does not provide a recommendation on variance requests; however, the proposed conditions will go into effect if approved.
2. The proposed subdivision is consistent with the *Land Use and Development Element of the Comprehensive Plan*, the Highway Commercial District, and the Residential Townhouse District and all proposed lots meet the subdivision regulations, except for the proposed variances from Section 36-251(4) and Sections 36-243(2) & (3).
3. Staff recommends approval of the preliminary plat with conditions.

PLANNING AND ZONING COMMISSION OPTIONS:

The commission shall review the preliminary plat and supporting material, recommendations from agencies or officials, and testimony and exhibits submitted at the public hearing.

1. The commission shall conditionally approve the preliminary plat with the variances.
2. The commission shall conditionally approve the preliminary plat with modifications that do not include one or both variances.
3. The commission shall disapprove the preliminary plat.

DEVELOPMENT REVIEW STAFF REPORT

PUBLIC NOTIFICATION AND COMMENTS:

The property was posted by the applicant at least 10 days prior to the public hearing. No comments were received by citizens for this case at the time of publication.

DEPARTMENT COMMENTS:

ATTACHMENT 1

1. AT&T:

Did not respond in allotted review time.

2. CITY UTILITIES:

Approved.

3. DEPARTMENT OF PUBLIC WORKS CONSTRUCTION INSPECTION DIVISION:

Approved.

4. DEPARTMENT OF ENVIRONMENTAL SERVICES WASTEWATER MANAGEMENT DIVISION:

Plat is approvable. Variance has no impact on public sewer.

5. FIRE DEPARTMENT:

All development shall comply with the currently adopted Fire Code.

6. DEPARTMENT OF PUBLIC WORKS STORMWATER ENGINEERING DIVISION:

The Driveway Variance does not affect PW-Stormwater requirements.

Site Description and Drainage Pattern

Combined plat area drains primarily to the southeast and should discharge to S Campbell Ave ROW. Some existing detention or water quality Stormwater Control Measures are present on Lot 2 only. The property is in both the **Ward Branch and Inman Creek** drainage basins. The property **is not** located in a FEMA designated floodplain. Staff **is not** aware of flooding problems in the local or downstream area. The city **is not** aware of a sinkhole or other Karst feature at this location. The property **does not have a stream buffer on site.**

A fee in lieu of on-site stormwater detention **will not be allowed, and detention is required.**

Please note that development of the property will be subject to the following conditions at the time of development:

All chapter and section references below are to the City's Flood Control and Water Quality Protection Manual Version April 2022.

Detention and Discharge Requirements

DEVELOPMENT REVIEW STAFF REPORT

1. Any development or redevelopment that increases runoff, through the increase in impervious surface, current detention requirements must be met per Chapter 3 Sec. 2.3.3. Detention is required at time of development for each lot.
2. Any shared or regional detention Stormwater Control Measures will require a Public Improvement Project.
3. Existing Stormwater Control Measures need a drainage easement recorded.

Water Quality Requirements

1. Water Quality is required for new development projects or redevelopment projects, with new or increased impervious surfacing, within the city limits of Springfield that disturb 1 acre or greater. Including projects less than 1 acre that are part of a larger common plan of development or sale that will disturb 1 or more acres over the life of the project. Chapter 10 Sec. 2.0.
2. A land disturbance permit will be required with disturbing 1 acre or greater per Chapter 4 Section 5 of the City's Flood Control and Water Quality Protection Manual.
3. Water Quality Credits are available to use in design for preserved trees and new planted trees. Landscaping and Bufferyard trees required by planning cannot be used for the water quality credits unless it is part of a SCM. Chapter 10, Section 3.1.

Floodplain

N/A

Natural Channels and Stream Buffers

N/A

Sinkholes and Karst Features

1. No Sinkholes are present or mapped on the proposed subdivision's lots. The entire subdivision is in the Sinkhole Watershed of Sinkhole S116 located 4017 S Campbell Ave. The watershed requires the property to provide detention for flood control of the sinkhole.

Additional Stormwater Requirements

1. Stormwater Control Measures are the responsibility of the property owner or property owners' association to maintain, repair, and update unless the agreement is made with the City to operate. Operation and maintenance agreements are required for any permanent stormwater control measures.
7. DEPARTMENT OF PUBLIC WORKS TRANSPORTATION ENGINEERING RIGHT-OF-WAY DIVISION:

Approved.

DEVELOPMENT REVIEW STAFF REPORT

8. DEPARTMENT OF PUBLIC WORKS TRAFFIC ENGINEERING DIVISION:

Access

All access to the development shall be per current City of Springfield standards for the street classification unless the following subdivision variance is approved by the Planning and Zoning Commission:

A Subdivision Variance is allowed for the existing access on Campbell Ave. for 3505 S. Campbell Ave. to remain in its current state. The variance shall expire, and the existing access shall be removed to the reasonable satisfaction of the Director of Public Works and made to comply with existing City Code and Subdivision regulations valid at such time should any of the following occur:

- Any change in use from a retail automotive dealership or any addition of any use type added to the property which is not generally consistent and customary with that of other retail automotive dealerships.
- The property redevelops to a material degree requiring a change in access and/or significant traffic flow changes warranting a new site plan. Any redevelopment of the property whereby the use remains as a retail automotive dealership, but a site plan is required by the city (i.e., any building SF addition under the 40% requirement referenced below) shall not trigger this clause.
- Any future subdivision activity or lot size adjustments to the property.
- Any building construction for 3505 S. Campbell Ave increasing the square footage of the current building residing on the property (as of the date of this variance) more than 40 percent.
- Any modification to the access not consisting of routine maintenance or pavement sealing.

The access shall be removed, or the cost of the removal held by securities (escrow) with the City prior to issuance of any permits triggering removal of the access as noted herein.

Trails, Bus Stops, And Additional Information

There are no Greenway Trails near the property. There are two (2) bus stops near the property.

Improvements

No improvements are required for this preliminary plat. A traffic study may be required at the time of development.

	Street Name	Street Classification	Jurisdiction	ROW from Centerline (ft.)		Traffic Count (vehicles per day)	On-Street Parking	Sidewalk	
				Required	Existing			Required	Existing
Street 1	S. Campbell Avenue	Primary Arterial	City	50	60	41,126	No	Yes	Yes
Street 2	S. Main Avenue	Local	City	25	25	NA	Yes	No	No

DEVELOPMENT REVIEW STAFF REPORT

CONDITIONS FOR APPROVAL:

ATTACHMENT 2

Staff recommends the Planning and Zoning Commission approve the Preliminary Plat, with the conditions listed below:

1. All improvements shall be constructed in accordance with the "Design Standards for Public Improvements" of the Public Works Department and the maintenance and operation of such improvements shall be the responsibility of the developers unless approved by the Director of Public Works. All required sanitary sewer, street, sidewalk, and drainage plans shall be prepared in accordance with City standards and specifications and approved by the Director of Public Works.
2. All required street rights-of-way, drainage and utility easements and limitations of access shall be dedicated on the final plat.
3. The developer shall meet all city and state erosion control regulations prior to disturbing the soil.
4. It is determined that the public interest requires assurance concerning adequate maintenance of common space areas and improvements. The restrictive covenants, rules and bylaws creating the common ownership must therefore provide that if the owners of the Property Owners Association shall fail to maintain the common areas or improvements in reasonable order and condition in accordance with the approved plans, the City may, after notice and hearing, maintain the same and assess the costs against the units or lots, per the Common Open Space and Common Improvement Regulations section of the Zoning Ordinance.
5. The developer shall be responsible for the relocation costs of any existing utility services and shall be responsible for clearing all utility easements of trees, brush, and overhanging tree limbs.
6. All other requirements which are necessary for this subdivision to be in compliance with the Subdivision Regulations except sections 36-243(2) & (3) and 36-251(4) as varied by Commission.

If the request is recommended for denial by the Commission and the applicant requests City Council consideration, all the above conditions, plus any amendments made by the Planning and Zoning Commission, shall be included in the Council Bill.

DEVELOPMENT REVIEW STAFF REPORT

VARIANCE APPROVAL CRITERIA:

ATTACHMENT 3

Sections 36-243(2) & (3) of the Subdivision Regulations states in part: No variance shall be granted unless it is found that;	Applicant's Response
There are special and unusual circumstances affecting said property such that the strict application of the provisions of this Article would deprive the owner of the reasonable use of his land and is not the mere granting of a privilege;	This is a unique subdivision. The subdivision regulations are generally intended to provide access to lots which are being subdivided into multiple lots, necessitating road extensions or access easements to ensure proper access after subdivision occurs. For this subdivision, we are actually combining all the undeveloped area into one large lot (Lot 1) without creating any additional lots across the 16.73 acres. Our subdivision is necessary to create a single, usable lot between the car dealerships and the existing residential single family to the west. Our intent is to increase the size of an existing large lot that fronts S. Main Street, not to create new lots that landlock adjoining lots. The land we are subdividing is in a fully developed area with all adjoining lots having access to public streets. The adjacent lot to the south was developed as a car dealership before 1980 and currently utilizes the green space behind the dealership for a buffer to the residential uses to the west. Historical aerials show that over the years the car dealership has expanded their retail operation to the west multiple times. This property is not landlocked and has several access points onto the public street system. The only access point that Lot 1 has to the public street system is to Main St, and it is not reasonable in this instance to interpret sections 36-243 (2,3) to mean that this property needs to share its only access point with the adjoining property.
The variance is necessary for the preservation and enjoyment of a substantial property right of the owner, and	It is the developer's intent that Lot 1 of Campbell Acres- Phase 2 be developed as multifamily housing with gated access to secure the development. We would not be able to gate the housing development and the security of the housing development would be compromised if access must be provided through the property. Our intent to provide a private multi-family development on Lot 1 would no longer be desirable if adjoining retail land could drive through the private residential parking lots to access Main Street.

DEVELOPMENT REVIEW STAFF REPORT

The granting of the variance would not be detrimental to the public safety, convenience or welfare or be injurious to other property in the vicinity.

The property to the south already has multiple access point to Campbell and multiple access points to W Swan Ct; therefore, it should not need additional access to Main St. There are no public safety or welfare concerns with this variance.

Sections 36-251(4) of the Subdivision Regulations states in part: No variance shall be granted unless it is found that;	Applicant's Response
There are special and unusual circumstances affecting said property such that the strict application of the provisions of this Article would deprive the owner of the reasonable use of his land and is not the mere granting of a privilege;	The entrance for 3505 S Campbell Ave is the lot's primary access point onto Campbell Ave and is directly aligned with the Nissan dealership's service center. The entrance location is existing and has been in place for over 50 years. The owner of the Nissan dealership has stated that direct access onto Campbell Ave is critical for his business and for the ability of his customers to use the service station. Closing this entrance would reduce the business and deprive the owner of the ability to operate the dealership and service center to its current extent.
The variance is necessary for the preservation and enjoyment of a substantial property right of the owner, and	If the subdivision regulations and design standards are applied to the existing property, the owner would lose his primary entrance/exit point for the dealership. The existing entrance is a wide commercial entrance that was constructed for customers to comfortably pull off Campbell Ave directly into the dealership to use the service center or purchase a vehicle. The facility was designed around this entrance location, and the entrance is necessary for the preservation of the owner's current use of the property.
The granting of the variance would not be detrimental to the public safety, convenience or welfare or be injurious to other property in the vicinity.	The entrance has been in place for over 50 years. Since this is an existing entrance, granting the variance will simply allow the entrance to remain—it will not be creating a safety concern. Since the driveway entrance has been in use for a significant period, local drivers are already accustomed to its presence and have adapted their driving behavior accordingly. Removing or relocating the entrance could introduce confusion and disruption to the traffic flow, potentially leading to safety hazards during the adjustment period. Since there are limited alternatives to this entrance, removing this entrance could force traffic to use the secondary entrance to the north that is shared with another property. This

DEVELOPMENT REVIEW STAFF REPORT

entrance is too narrow and does not meet the city's minimum driveway width, which creates a safety issue for vehicles as they would need to decelerate to a slower speed than is typical when turning into a business.

There have been several meetings with the city's traffic and planning department to determine acceptable conditions for granting the variance for the entrance location. These conditions, noted on the plat, are as follows:

A Subdivision Variance is allowed for the existing access on Campbell Ave. for 3505 S. Campbell Ave. to remain in its current state. The variance shall expire, and the existing access shall be removed to the reasonable satisfaction of the Director of Public Works and made to comply with existing City Code and Subdivision regulations valid at such time should any of the following occur:

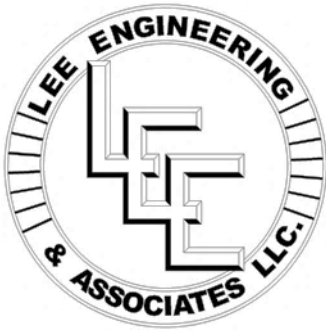
- *Any change in use from a retail automotive dealership or any addition of any use type added to the property which is not generally consistent and customary with that of other retail automotive dealerships.*
- *The property redevelops to a material degree requiring a change in access and/or significant traffic flow changes warranting a new site plan. Any redevelopment of the property whereby the use remains as a retail automotive dealership, but a site plan is required by the city (i.e., any bldg. SF addition under the 40% requirement referenced below) shall not trigger this clause.*
- *Any future subdivision activity or lot size adjustments to the property*
- *Any building construction for 3505 S. Campbell Ave increasing the square footage of the current building residing on the property (as*

DEVELOPMENT REVIEW STAFF REPORT

of the date of this variance) more than 40 percent.

- *Any modification to the access not consisting of routine maintenance or pavement sealing.*

The access shall be removed, or the cost of the removal held by securities (escrow) with the City prior to issuance of any permits triggering removal of the access as noted herein.



ATTACHMENT 5

LEE ENGINEERING AND ASSOCIATES, L.L.C.

CIVIL ENGINEERING & DESIGN

1200 E. WOODHURST DRIVE., SUITE D200, SPRINGFIELD, MO 65804
TELEPHONE: (417) 886-9100 • FACSIMILE: (417) 886-9336 • dlee@leeengineering.biz

City of Springfield
Planning and Zoning Department

March 28, 2024

RE: Campbell Acres Phase II Subdivision Variance for Extension of Main St Access to the South

We are requesting a variance to the following subdivision regulations:

Section 36-243 (2)– Relation to adjoining street system: The arrangement of streets in new subdivisions shall make provision for the continuation of the existing streets in adjoining areas.

Section 36-243 (3) –Projection of streets: Where adjoining areas are not subdivided, the arrangement of streets in new subdivisions shall make provision for the proper projection of streets.

These subdivision regulations, as interpreted by the city's planning department, indicate that an access easement would need to be provided from Main St to the north through Lot 1 of Campbell Acres-Phase 2, granting access to the adjacent property to the south. We are requesting a variance so that we will not be required to extend Main St or provide access through Lot 1 of Campbell Acres-Phase 2.

(a) There are special and unusual circumstances affecting said property such that the strict application of the provisions of this article would deprive the owner of the reasonable use of his land and is not the mere grant of privilege, and

This is a unique subdivision. The subdivision regulations are generally intended to provide access to lots which are being subdivided into multiple lots, necessitating road extensions or access easements to ensure proper access after subdivision occurs. For this subdivision, we are actually combining all the undeveloped area into one large lot (Lot 1) without creating any additional lots across the 16.73 acres. Our subdivision is necessary to create a single, usable lot between the car dealerships and the existing residential single family to the west. Our intent is to increase the size of an existing large lot that fronts S. Main Street, not to create new lots that landlock adjoining lots.

The land we are subdividing is in a fully developed area with all adjoining lots having access to public streets. The adjacent lot to the south was developed as a car dealership before 1980 and currently utilizes the green space behind the dealership for a buffer to the residential uses to the west. Historical aerials show that over the years the car dealership has expanded their retail operation to the west multiple times. This property is not landlocked and has several access points onto the public street system. The only access point that Lot 1 has to the public street system is to Main St, and it is not reasonable in this instance to interpret sections 36-243 (2,3) to mean that this property needs to share its only access point with the adjoining property.

(b) The variance is necessary for preservation and enjoyment of a substantial property right of the owner, and

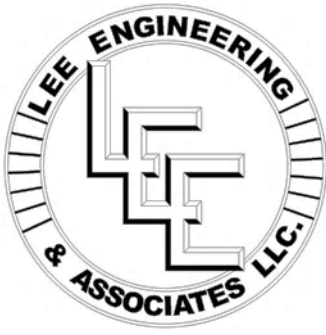
It is the developer's intent that Lot 1 of Campbell Acres- Phase 2 be developed as multifamily housing with gated access to secure the development. We would not be able to gate the housing development and the security of the housing development would be compromised if access must be provided through the property. Our intent to provide a private multi-family development on Lot 1 would no longer be desirable if adjoining retail land could drive through the private residential parking lots to access Main Street.

(c) The granting of the variance would not be detrimental to the public safety, convenience or welfare or be injurious to other property in the vicinity.

The property to the south already has multiple access point to Campbell and multiple access points to W Swan Ct; therefore, it should not need additional access to Main St. There are no public safety or welfare concerns with this variance.

LEE ENGINEERING AND ASSOCIATES, L.L.C.

1200 E. WOODHURST DRIVE • SUITE D200 • SPRINGFIELD, MO 65804
FACSIMILE: (417) 886-9336 • dlee@leeengineering.biz • TELEPHONE: (417) 886-9100



LEE ENGINEERING AND ASSOCIATES, L.L.C.

CIVIL ENGINEERING & DESIGN

1200 E. WOODHURST DRIVE., SUITE D200, SPRINGFIELD, MO 65804
TELEPHONE: (417) 886-9100 • FACSIMILE: (417) 886-9336 • dlee@leeengineering.biz

City of Springfield
Planning and Zoning Department

March 27, 2024

RE: Campbell Acres Phase II Subdivision Variance for Existing Driveway

Section 36-251 (4) - Access criteria for major streets provides guidelines for access restriction that the existing entrance for the 3505 S Campbell property does not meet. The owner is requesting that the existing entrance for 3505 S Campbell, which has been in use since it was constructed sometime between the years 1960-1975, would be allowed to remain in place.

(a) There are special and unusual circumstances affecting said property such that the strict application of the provisions of this article would deprive the owner of the reasonable use of his land and is not the mere grant of privilege, and

The entrance for 3505 S Campbell Ave is the lot's primary access point onto Campbell Ave and is directly aligned with the Nissan dealership's service center. The entrance location is existing and has been in place for over 50 years. The owner of the Nissan dealership has stated that direct access onto Campbell Ave is critical for his business and for the ability of his customers to use the service station. Closing this entrance would reduce the business and deprive the owner of the ability to operate the dealership and service center to its current extent.

(b) The variance is necessary for preservation and enjoyment of a substantial property right of the owner, and

If the subdivision regulations and design standards are applied to the existing property, the owner would lose his primary entrance/exit point for the dealership. The existing entrance is a wide commercial entrance that was constructed for customers to comfortably pull off Campbell Ave directly into the dealership to use the service center or purchase a vehicle. The facility was designed around this entrance location, and the entrance is necessary for the preservation of the owner's current use of the property.

(c) The granting of the variance would not be detrimental to the public safety, convenience or welfare or be injurious to other property in the vicinity.

The entrance has been in place for over 50 years. Since this is an existing entrance, granting the variance will simply allow the entrance to remain—it will not be creating a safety concern. Since the driveway entrance has been in use for a significant period, local drivers are already accustomed to its presence and have adapted their driving behavior accordingly. Removing or relocating the entrance could introduce confusion and disruption

to the traffic flow, potentially leading to safety hazards during the adjustment period. Since there are limited alternatives to this entrance, removing this entrance could force traffic to use the secondary entrance to the north that is shared with another property. This entrance is too narrow and does not meet the city's minimum driveway width, which creates a safety issue for vehicles as they would need to decelerate to a slower speed than is typical when turning into a business.

There have been several meetings with the city's traffic and planning department to determine acceptable conditions for granting the variance for the entrance location. These conditions, noted on the plat, are as follows:

A Subdivision Variance is allowed for the existing access on Campbell Ave. for 3505 S. Campbell Ave. to remain in its current state. The variance shall expire and the existing access shall be removed to the reasonable satisfaction of the Director of Public Works and made to comply with existing City Code and Subdivision regulations valid at such time should any of the following occur:

- *Any change in use from a retail automotive dealership or any addition of any use type added to the property which is not generally consistent and customary with that of other retail automotive dealerships.*
- *The property redevelops to a material degree requiring a change in access and/or significant traffic flow changes warranting a new site plan. Any redevelopment of the property whereby the use remains as a retail automotive dealership, but a site plan is required by the city (i.e. any bldg SF addition under the 40% requirement referenced below) shall not trigger this clause.*
- *Any future subdivision activity or lot size adjustments to the property*
- *Any building construction for 3505 S. Campbell Ave increasing the square footage of the current building residing on the property (as of the date of this variance) more than 40 percent*
- *Any modification to the access not consisting of routine maintenance or pavement sealing*

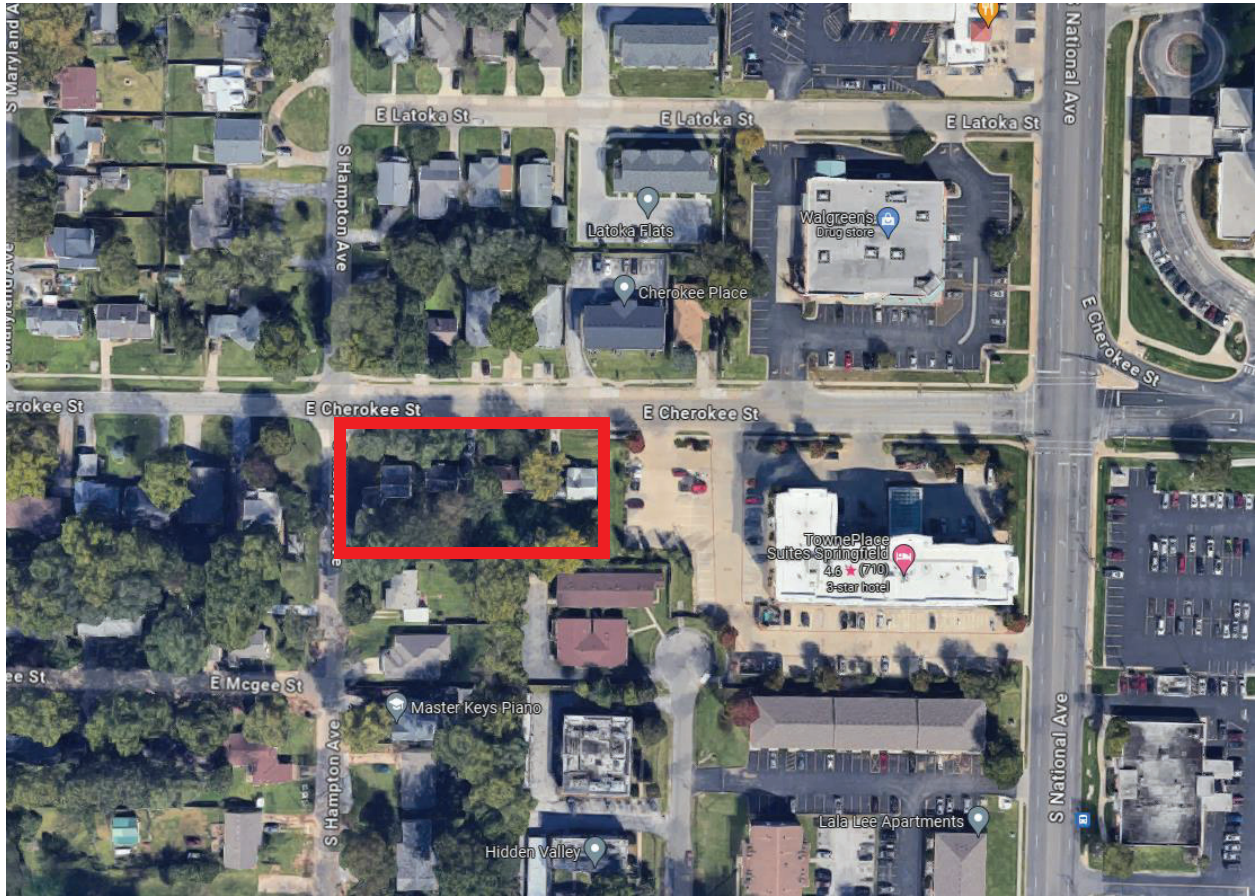
The access shall be removed or the cost of the removal held by securities (escrow) with the City prior to issuance of any permits triggering removal of the access as noted herein.

LEE ENGINEERING AND ASSOCIATES, L.L.C.

1200 E. WOODHURST DRIVE • SUITE D200 • SPRINGFIELD, MO 65804
FACSIMILE: (417) 886-9336 • dlee@leeengineering.biz • TELEPHONE: (417) 886-9100

DEVELOPMENT REVIEW STAFF REPORT

GOOGLE AERIAL OF LANDMARKS, BUSINESSES, AND ATTRACTIONS:



GOOGLE STREETVIEW:



DEVELOPMENT REVIEW STAFF REPORT

PROPERTY HISTORY:

The subject property was zoned R-SF in the 1995 city-wide remapping.

PLANNING AND ZONING COMMISSION AUTHORITY:

Sec. 36-367. – Amendments

(7) Findings by the commission.

(a) Rezoning. If the application is for a reclassification of property to a different zoning district classification on the zoning map, the report of the planning and zoning commission may consider:

1. Whether the proposed zoning district classification is consistent with the Springfield Comprehensive Plan;
2. Whether there are any changed or changing conditions in the area affected that make the proposed rezoning necessary;
3. Whether the range of uses in the proposed zoning district classification are compatible with the uses permitted on other property in the immediate vicinity;
4. Whether adequate utility and sewer and water facilities exist or can be provided to serve the uses that would be permitted on the property if it were rezoned;
5. The impact the uses, which would be permitted if the property were rezoned, will have upon the volume of vehicular and pedestrian traffic and traffic safety in the vicinity;
6. Whether the proposed rezoning would correct an error in the application of this article as applied to the subject property;
7. Whether a reasonably viable economic use of the subject property will be precluded if the proposed rezoning is denied; and
8. Information submitted at the public hearing.

ZONING ORDINANCE REQUIREMENTS:

CODE ITEM	REQUIREMENTS FOR R-MD
Minimum Yard Requirements	Front yard: Twenty-five feet along a street classified as a collector or higher classification street or as required by section 36-453, supplemental open space, and yard regulations.
Maximum Height	Thirty-five feet plus one additional foot for each additional two feet of setback provided on each side of the structure up to 75 feet. Above 75 feet, no additional setback is required.
Minimum Open Space	Not less than 20 percent.
Buffering and Landscaping	A Type C bufferyard is required adjacent to property zoned R-SF.

DEVELOPMENT REVIEW STAFF REPORT

COMPATIBILITY WITH COMPREHENSIVE PLAN:

PLACETYPE:

The *Comprehensive Plan's Land Use & Development* chapter identifies the subject property as the Traditional neighborhood placetype. Traditional Neighborhoods are comprised of post-war residential neighborhoods that contain predominantly single-family detached dwellings with uniform setbacks, building designs, and parcel sizes, that are separated from dissimilar uses by distinct zoning boundaries and buffer yards. Housing in Traditional Neighborhoods range from bungalows to expansive ranch style homes constructed with a variety of materials and methods. Neighborhood parks, schools, and churches are dispersed throughout to serve nearby residents. These neighborhoods can follow a gridded block pattern or curvilinear streets and are well connected internally with sidewalks and trails. Traditional Neighborhoods tend to be expansive, isolating residents from services and resources on the edges, often beyond walking distance. Planning for Traditional Neighborhoods should strive to increase and integrate quality of place and complete neighborhood characteristics. These characteristics could include beautification efforts such as planting street trees, expanding connections and access to the greenway and trail system, and support for low-intensity multi-family, low-intensity neighborhood commercial, or a mix of uses to serve area residents. Multi-family, neighborhood commercial, or mixed use should be located on the edges of the greenway system, on higher classification roadways, or areas identified by residents during the neighborhood planning process. Preservation of residential housing and housing patterns should be prioritized where lots are predominately accessed from side or internal local streets.

Redevelopment of traditional single-family residential housing for higher-density housing or commercial should be limited to areas adjacent to identified activity centers, where circulation and access will not negatively affect the adjoining neighborhood.

LAND USES PRIMARY USES

- Single-family detached

SUPPORTING USES

- Single-family attached
- Low-intensity multifamily
- Low-intensity, neighborhood commercial
- Parks, greenways, and open space
- Public and private schools and places of worship
- Low-intensity urban agriculture

CHARACTERISTICS TRANSPORTATION & INFRASTRUCTURE

- Traffic-calming measures, such as speed-humps, bump-outs, roundabouts, landscaped chicanes with integrated stormwater management, and on-street parking are used to slow traffic.

DEVELOPMENT REVIEW STAFF REPORT

- Best management practices for stormwater management are required in development projects and within public rights-of-way, such as permeable paving, rain gardens, green roofs, native landscaping, and other low impact design strategies.
- Sidewalk gaps are filled, and sidewalks connect to transit routes, greenways and trails, and supportive uses are located within the neighborhood and around the perimeter.
- Alleys provide pedestrian connections, alternative access to rear yards, detached garages, and other approved accessory uses. • Sense of place and identity is enhanced through neighborhood organization efforts, preservation and planting trees, neighborhood identification signs, and traffic calming improvements that double as streetscape elements.
- As technology, trends, and funds permit, utilities are buried or are consolidated along rear property lines, reducing conflicts with street trees, pedestrian infrastructure, and viewsheds.
- Major entrances into neighborhoods are marked by identification signs and landscaping.

URBAN DESIGN - BUILDING AND SITE TYPOLOGY

- The main entrances of new residential developments are oriented towards the primary street.
- Preservation and adaptive reuse of neighborhood schools and surplus buildings are encouraged.
- When appropriate, adaptive reuse of residential structures for low-intensity, neighborhood-scale nonresidential uses, including missing middle housing types, is encouraged at neighborhood nodes and along edges.
- Accommodations are made to allow expanded home occupations, without detracting from the character of the neighborhood, being conscious of changing trends and advances in technologies.
- New and infill buildings maintain the proportions and architectural features common in the existing block.
- When commercial buildings are located within or adjacent to the neighborhood, they are oriented to the street, focus on pedestrian-scale, and provide limited vehicle parking.

TRADITIONAL NEIGHBORHOOD

- Residential subdivisions are designed and platted with curvilinear streets in structured layouts that maximize use of land.
- Lots have uniform widths, depths, and setbacks that align with home sizes and densities.
- Attached garages are a standard element, typically integrated into the design of the home and make up a dominant part of the front elevation, reducing the on-street parking demands.
- Vehicular driveways are provided for each home and are accessed almost exclusively from the front or side street, limiting on-street parking opportunities.
- Neighborhoods are often self-regulated by covenants that limit use, size, and design of structures, as well as care and use of private amenities and common areas.

DEVELOPMENT REVIEW STAFF REPORT

TRANSITIONS

- A “stepped down” approach is used to transition from higher density/intensity residential and non-residential uses to single-family residential homes and uses, with greater densities/intensities located on higher functioning roadways, at the periphery of the neighborhood.
- Lower density residential uses are sufficiently screened and buffered between higher density housing and nonresidential uses.
- The design of higher density residential uses integrated into the Residential Neighborhood Placetype should complement the scale and character of the surrounding neighborhood. Attention should be given to building height, orientation, architectural style, and setback to ensure the existing neighborhood character is retained.

DEVELOPMENT REVIEW STAFF REPORT

FUTURE PLACETYPE MAP:



PLACETYPES	LAND USES													
	Single Family Detached	Single Family Attached	Multi-family	Parks & Open Space	Sports Complexes & Recreational Facilities	Urban Agriculture	Office, Hospitality, Retail Sales & Service	Neighborhood Commercial	Major, Artisan & Innovation Spokes	Public & Private Schools & Places of Worship	Universities, Colleges & Vocational Schools	Government, Healthcare & Institutional Facilities	Personal Storage, Outdoor Sales & Service	Light Industry
Residential Neighborhood	●	○	◇	○	◇	◇	○							
Mixed Residential	●	●	○	○	◇	◇	○							
Downtown	●	●	●	○	○	○	○	○	○	○	○	○	○	○
Mixed-Use	○	○	○	○	○	○	○	○	○	○	○	○	○	○
City Corridor	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Institutional & Employment Center	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Business Flex				○	○	○	○	○	○	○	○	○	○	○
Industry & Logistics				○	○	○	○	○	○	○	○	○	○	○
Urban Green Space & Recreation				○	○	○								

● **Primary Land Use:**
More prominent and play a pivotal role in characterizing that placetype

○ **Supporting Land Use:**
Less prevalent and serve to support the primary land use.

◇ **Low Intensity Supporting Land Use:**
Less prevalent and serve to support the primary use at neighborhood scale

DEVELOPMENT REVIEW STAFF REPORT

MAJOR THOROUGHFARE MAP:



SURROUNDING ZONING, LAND USES AND PLACETYPES:

	NORTH	SOUTH	EAST	WEST
ZONING	R-SF	R-SF	GR COD 44	R-SF
LAND USE	Single-family homes, duplexes and multi-family apartments	Single-family, Multi-family apartments	Hotel	Single-family homes
PLACETYPES	Traditional neighborhood	Traditional neighborhood	Institutional & Employment Center	Traditional neighborhood

DEPARTMENT OF BUILDING DEVELOPMENT SERVICES:

No comments.

CITY UTILITIES:

No issues

DEVELOPMENT REVIEW STAFF REPORT

DEPARTMENT OF ENVIRONMENTAL SERVICES WASTEWATER MANAGEMENT DIVISION:

No issues. Tract has access to public sewer.

FIRE DEPARTMENT:

No objections to rezoning.

DEPARTMENT OF PUBLIC WORKS TRAFFIC ENGINEERING DIVISION:

	Street Name	Street Classification	Jurisdiction	ROW from Centerline (ft.)		Traffic Count (vehicles per day)	On-Street Parking	Sidewalk	
				Required	Existing			Required	Existing
Street 1	E. Cherokee St	Collector	City	30	30	NA	Yes	Yes	No
Street 2	S. Hampton Avenue	Local	City	25	25	NA	Yes	Yes	No

ACCESS - All new or modified driveway approaches shall comply with current City of Springfield standards for the street classification.

TRAILS, BUS STOPS, AND ADDITIONAL INFORMATION - There are no Greenway Trails near the property. There are no bus stops near the property.

IMPROVEMENTS - No improvements are required for this rezoning. A traffic study is not required for this rezoning.

DEPARTMENT OF PUBLIC WORKS STORMWATER ENGINEERING DIVISION:

SITE DESCRIPTION & DRAINAGE PATTERN

The property is in the **South Creek** drainage basin. The property **is not** located in a FEMA designated floodplain. Staff **is not** aware of flooding problems in the local or downstream area. The city **is not** aware of a sinkhole or other Karst feature at this location. The property **does not have a stream buffer on site**.

A fee in lieu of on-site stormwater detention **will not be allowed and detention is required**.

PW Stormwater has no concerns for the proposed change from R-SF to R-MD. Please note that development of the property will be subject to the following conditions at the time of development:

All chapter and section references below are to the City's Flood Control and Water Quality Protection Manual Version April 2022.

DETENTION AND DISCHARGE REQUIREMENTS

DEVELOPMENT REVIEW STAFF REPORT

1. Any development or redevelopment that increases runoff, through the increase in impervious surface, current detention requirements must be met per Chapter 3 Sec. 2.3.3. The site plan is showing a detention for flood control along the Northside with discharge to either E Cherokee St or S Hampton Ave.
2. The recent City of Springfield S Hampton Ave Stormwater Improvements project has improved the storm sewer system downstream from this project.

WATER QUALITY REQUIREMENTS

1. The proposed project exhibit is 0.68 acres of total disturbance. Water quality would not be required with less than 1 acre of disturbance.
2. ES-Water Quality will recommend to the developer to save as many mature trees on site as possible before the wrecking permit is approved.

FLOODPLAIN

N/A

NATURAL CHANNEL & STREAM BUFFERS

N/A

SINKHOLES & KARST FEATURES

N/A

ADDITIONAL STORMWATER REQUIREMENTS

1. Stormwater Control Measures are the responsibility of the property owner or property owners' association to maintain, repair, and update unless the agreement is made with the City to operate. Operation and maintenance agreements are required for any permanent stormwater control measures.

STAFF ANALYSIS AND RECOMMENDATION:

1. The applicant is requesting to rezone approximately 0.70 acres of property generally located at 1102, 1106, 1114 & 1120 East Cherokee Street from R-SF, Residential Single-Family to R-MD, Medium Density Multi-Family Residential District with Conditional Overlay District No. 247. The applicant intends to develop a multi-family development.
2. The *Comprehensive Plan's Land Use & Development* chapter identifies the subject property as the Traditional neighborhood placetype. This placetype lists low-intensity multi-family as a supporting land use.
3. The R-MD District is intended to accommodate multi-family developments at densities up to approximately twenty-nine (29) dwelling units per acre. The applicant is requesting a maximum of twenty-one (21) dwelling units per acre. This density has been determined to be appropriate for this area based on an assessment completed under the Revised Multi-Family Development Location and Design Guidelines. That assessment resulted in a density of 21 to 24 dwelling units per acre with the Opportunities and Constraints section. Staff can support an increase in density based upon being adjacent to higher intensity uses, being in

DEVELOPMENT REVIEW STAFF REPORT

a redevelopment area and a physical barrier in the area. Further analysis of the proposed development under the Revised Multi-Family Development Location and Design Guidelines is attached (Attachment 2). The development must be in substantial conformance to the attached site plan (Attachment 4).

4. This application is consistent with the *Comprehensive Plan's Housing and Neighborhoods* chapter which encourages creative housing solutions to add housing diversity and support downsizing households, young professionals, and aging-in-place. The *Plan* encourages the use of "missing middle" housing types. Missing middle housing sits in the middle of the development spectrum between single-family homes and mid-rise to high-rise apartment buildings. These housing types should be integrated into Springfield's existing neighborhoods to increase housing diversity and provide a wider, more equitable range of housing choices.
5. Missing middle housing types provide opportunities for the city to increase the diversity of its housing stock through moderate increases in density, while maintaining the neighborhood character Springfield residents cherish. They range from low density duplexes to mid density multiplexes and triplexes, which can be integrated into the City's housing mix by using single-family lots to accommodate two to three units in a context-sensitive manner.
6. The *Plan* recommends a "stepped down" approach to be used to transition from higher density/intensity residential and non-residential uses to single-family residential homes and uses, with greater densities/intensities located on higher functioning roadways, at the periphery of the neighborhood. The subject property is located on Cherokee Street, classified as a collector roadway and near National Avenue, classified as a primary arterial. Traffic from the proposed development does not have to traverse through a neighborhood to get to a higher classification street.
7. The subject property has access to City Utilities infrastructure, and any necessary extension of such services can be provided via City Utilities' extension policy, though new easements may be necessary to accommodate this.
8. There are few changing conditions in the area affected that make the proposed rezoning necessary. Minor development of property within the vicinity has been occurring.
9. The range of uses in the proposed R-MD district is compatible with the uses permitted on other property in the immediate vicinity. There are duplexes and multi-family developments along the north side of Cherokee Street.
10. There are adequate utility and sewer and water facilities existing or can be provided to serve the uses that would be permitted on the property if it were rezoned.
11. The impact of the uses, which would be permitted if the property were rezoned, is not expected to significantly increase the volume of vehicular and pedestrian traffic or reduce traffic safety in the vicinity.

DEVELOPMENT REVIEW STAFF REPORT

12. The proposed zoning will not correct an error in the application of this article, but rather will provide a viable use of the property subject to the provisions of the zoning district.
13. A reasonably viable economic use of the subject property will not be precluded if the proposed rezoning is denied.

STAFF RECOMMENDATION:

1. Staff recommends approval based on the proposal's general conformance to the Comprehensive Plan's Traditional Neighborhood placetype and on the finding of facts above.

PLANNING AND ZONING OPTIONS:

The planning and zoning commission shall make one of the following recommendations in connection with each proposed change in zoning district classification of this article:

1. Recommend against the proposed change in the zoning district classification.
2. Recommend a change in the zoning district classification.
3. Recommend a change in the zoning district classification together with recommendations which, in the judgment of the planning and zoning commission, will protect adjacent property and ensure that the proposed amendment is consistent with the purpose and intent of this article.

DEVELOPMENT REVIEW STAFF REPORT

ATTACHMENT 1

CONDITIONAL OVERLAY DISTRICT PROVISIONS NO. 247

The requirements of Section 36-383 of the Springfield Zoning Ordinance shall be modified herein for development within this district to include the following:

1. The maximum density shall be limited to twenty-two (21) dwelling units per acre for a maximum of 14 dwelling units total located within this district.
2. The maximum structure height shall be limited to two (2) stories.
3. A six (6) foot solid, wooden fence shall be required adjacent to property zoned R-SF, Residential Single-family along the south property line.
4. The development of the subject property shall be in substantial conformance to the Revised Multi-Family Location and Design Guidelines and the attached site plan (Attachment 4).

DEVELOPMENT REVIEW STAFF REPORT

ATTACHMENT 2

MULTI-FAMILY DEVELOPMENT LOCATION AND DESIGN GUIDELINE ASSESSMENT

ZONING CASE Z-2-2024 & CONDITIONAL OVERLAY DISTRICT NO. 247

The applicant is requesting approval of a 14-unit multi-family apartments on 0.70 acres of property. According to the Multi-Family Location and Design Assessment Matrix, the proposed development has attained 12 points. This density increase, combined with credits from the Opportunities and Constraints and Assessment Criteria Score, would allow for 21-24 dwelling units per acre (a total of 14 units maximum).

Below is an analysis of the four categories used to calculate the Matrix score.

- A. Land Use Accessibility (2/3 points)
Two points were given for land use accessibility. There is neighborhood retail mix and a hospital within 1/4 mile and employment concentration within a 1/2 mile of the subject property.
- B. Connectivity Analysis (2/5 points)
Two out of a maximum of five points were given for connectivity. The proposed development received scores for its proximity to transit, sidewalks, and roadways.
- C. Road Network Evaluation (1/2 points)
A maximum of one point was given for the road network evaluation.
- D. Design Guidelines (6/6 points)
A maximum of six points were given for design guideline criteria. Below are the design considerations that have been incorporated into the proposed development.
 - 1. Pedestrian Amenities - Pedestrian amenities shall include benches placed near walkways at appropriate locations throughout the development. Lighting sources or luminaries that do not have a cutoff and are used in parking lots and pedestrian ways shall not exceed a maximum of 15 feet in height. Pedestrian-scale lighting shall be provided within the development. Lighting sources or luminaries that do have a cutoff shall not exceed a maximum of 30 feet in height. All lighting shall be glare-free and shielded from the sky and adjacent residential properties and structures, either through external shields or through optics within the fixture. A site lighting and photometric plan shall be submitted conforming to these requirements for building permits.
 - 2. Building Scale and Articulation - Street facing walls that are greater than 50 feet in length shall be articulated at least each 25 feet with bays, projections, or recesses. Articulation means a difference in the vertical plane of the building at least 18 inches or more. This project shall follow the attached site plan and elevations.
 - 3. Building Orientation and Interior Landscaping – All building orientations will address Cherokee Street and Hampton Avenue to receive design points for this

DEVELOPMENT REVIEW STAFF REPORT

element. Landscaping and open spaces shown shall be provided with approved ground cover and/or plantings per required city ordinances and zoning requirements. Landscaping islands with plantings shall be located throughout the parking lot. A landscaping plan shall be submitted conforming to these requirements for building permits.

4. Avoidance of Blank Walls along pedestrian circulation areas - Facades that face public streets or connecting pedestrian frontage that are greater than 25 feet in length shall be subdivided and proportioned using at least one or more of the following features: windows; entrances; arcades; arbors; awnings (over windows or doors), distributed along the façade at least once every 25 feet. This project shall be in conformance with the attached site plan and elevations.
5. Internal Connectivity – Internal sidewalks shall connect internally and to the public sidewalk system in accordance with the attached site plan.
6. Useable Recreational Area/Facility – Benches will be located throughout the common areas providing for useable tenant amenities in accordance with the attached site plan; however, a minimum of 20% usable open space is required.
7. Amenity Calculation – The guidelines do not require amenities for developments under 20 dwelling units.
8. Preservation of Trees –All existing trees of 6” caliper or greater shall be preserved or replaced with 2-inch caliper trees in accordance with the attached site plan and the city ordinance.

DENSITY: The initial assessment criteria resulted in a total of 11 points for a maximum density of 18 to 20 dwelling units per acre. The applicant has requested a density of 21 dwelling units per acre and to allow the additional density under the Opportunity and Constraints section.

Opportunities and Constraints

Although the maximum density based on the multi-family guidelines evaluation recommended 20 dwelling units per acre, additional density can be allowed based on special circumstances as described in the Guidelines Opportunity and Constraints section. Staff can support an increase in density based upon being adjacent to higher intensity uses, supports revitalization goals, and has a physical barrier within ½ mile of the site.

Opportunities and Constraints that apply:

1. How much higher density exists or is planned/approved for area?

DEVELOPMENT REVIEW STAFF REPORT

Staff may consider a recommendation of a higher density than that determined by the matrix calculation when the site is contiguous to higher intensity uses such as higher density multi-family, retail, office, and institutional uses on two or more sides.

The site is situated adjacent on to multi-family to the north, a hotel to the east and an institutional use (Mercy Hospital) with in a ¼ mile of the site.

AFFIDAVIT OF NEIGHBORHOOD NOTIFICATION AND MEETING SUMMARY

Attachment 3

1. Request change to zoning from: R-SF to R-MD
(existing zoning) (proposed zoning)
2. Meeting Date & Time: December 13, 2023; 4-6:30 pm
3. Meeting Location: Fire Station 1 Community Room, 720 E Grand St, Springfield, MO 65807
4. Number of invitations that were sent: 141
5. How the mailing list was generated: City of Springfield
6. Number of neighbors in attendance (attach a sign-in sheet): 8
7. List the verbal comments and how you plan to address any issues:
(City Council does not expect all the issues to be resolved to the neighborhood's satisfaction; however, the developer must explain why the issues cannot be resolved).

See the attached Neighborhood Meeting Summary and comment sheets.

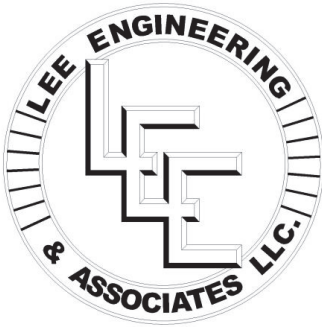
8. List or attach the written comments and how you plan to address any issues:

See the attached Neighborhood Meeting Summary and comment sheets.

I, Martha Middleton (print name), attest that the neighborhood meeting was held on 12/13/2023 (month/date/year), and is at least twenty-one (21) days prior to the Planning and Zoning Commission public hearing and in accordance with the attached "Neighborhood Notification and Meeting Process."

Martha Middleton
Signature of person completing affidavit

Martha Middleton
Printed name of person completing affidavit



LEE ENGINEERING AND ASSOCIATES, L.L.C.

CIVIL ENGINEERING & LAND SURVEYING

1200 E. WOODHURST., SUITE D200, SPRINGFIELD, MO 65804
TELEPHONE: (417) 886-9100 • FACSIMILE: (417) 886-9336 • dlee@leeengineering.biz

May 31, 2024

RE: PLN2023-00296
Z-2-2024 COD 247 - 02.Zoning Map Amendment - 1102 E CHEROKEE ST

Lee Engineering hosted a Neighborhood Meeting on December 13th, 2023 at Fire Station #1 from 4:00-6:30 p.m. to discuss the proposed rezone with the neighborhood.

Below is a summary of the comments we received—both written and verbal—from the neighborhood meeting and how we will address each comment. A copy of this letter will be sent to the City of Springfield Planning Department and the changes will be added to the Conditional Overlay District documents.

Screening:

A bufferyard is required between the proposed development and the adjacent single family residential. The required bufferyard is the City of Springfield bufferyard “C”, which does not require a fence. A fence was specifically requested, and we will be adding a 6’ privacy fence along the south property line as a conditional requirement to the rezoning.

Limit Building Height to Two Stories:

At the request of the neighborhood, the developer has agreed to limit the building height to two stories with a Conditional Overlay. R-SF zoning allows three-story, 45’ max buildings to be constructed, so the developer is agreeing to limit the height below what is even allowed under the existing zoning.

Stormwater:

The project will meet the City of Springfield stormwater requirements, which ensures that flooding/stormwater issues will not be exacerbated by this rezoning. The City of Springfield recently improved stormwater infrastructure along Cherokee Avenue which this development will connect to.

Density:

The existing R-SF zoning allows 7 units/acre. The proposed R-MD zoning would typically allow 29 units/acre. We do not intend to maximize the density in the R-MD zoning. R-LD would only allow 11 total units on the 0.68 acre tract. Our client needs 14 units to make the project economically feasible, which puts the density at 20.59 units per acre. This is a 16% increase from what would be allowed in R-LD (17.78 units/acre) and is necessary to make a small-scale apartment development economically feasible.

Lighting:

A photometric lighting study will be submitted to the City of Springfield to meet the City’s 36-484 Lighting Standards, which regulates lighting spillover and glare.

Traffic:

14 dwelling units will generate a low level of traffic compared to the capacity of Cherokee Ave at this location. The intention is to provide driveway access onto Cherokee Avenue, so the traffic from the development will not be introduced onto the adjacent residential local streets.

Parking:

Parking for these units based on the City of Springfield parking requirements will be provided in a parking lot behind the apartments.

The owner wants to work with the neighborhood and city staff to develop the property in a way that preserves the character of the neighborhood. To summarize, the developer has agreed to the following changes based on city staff and neighborhood comment:

- Provide a 6' privacy fence on the south property line between the proposed development and the R-SF lot
- Limit the building height to two stories

If you have any questions or need additional information, please contact our office. Thank you.

Sincerely,
Daniel Richards





LEE ENGINEERING AND ASSOCIATES, L.L.C.

CIVIL ENGINEERING & DESIGN

1200 E. WOODHURST DR., SUITE D200, SPRINGFIELD, MO 65804
TELEPHONE: (417) 886-9100 • FACSIMILE: (417) 886-9336 • dlee@leeengineering.biz

Jan 11

COMMENT SHEET

Neighborhood Meeting

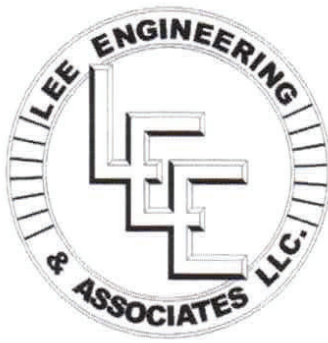
Wednesday, December 13, 2023

Re: Rezone from Single Family Residential to Medium Density Residential
1102-1120 E. Cherokee St.
Springfield, MO 65807

NAME	ADDRESS	PHONE
Joan Blinn Blinn	2012 S. Hampton	417 840 9349

COMMENTS:

1. What are the plans for how water would flow off the property - run off Big concern.*
2. Concerned about how many floors
3. There is an existing fence now - needs a fence - needs a privacy fence 6'
4. I went looking at similar multifamily on Lakota & there is no single family house behind either of them.
5. How much light given off
6. NOT IN FAVOR OF THIS
7. Do the plan at low density



LEE ENGINEERING AND ASSOCIATES, L.L.C.

CIVIL ENGINEERING & DESIGN

1200 E. WOODHURST DR., SUITE D200, SPRINGFIELD, MO 65804
TELEPHONE: (417) 886-9100 • FACSIMILE: (417) 886-9336 • dlee@leeengineering.biz

COMMENT SHEET

Neighborhood Meeting

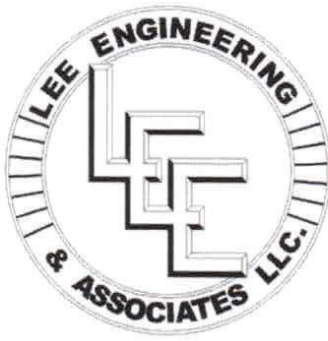
Wednesday, December 13, 2023

Re: Rezone from Single Family Residential to Medium Density Residential *< 19 units*
1102-1120 E. Cherokee St.
Springfield, MO 65807

NAME	ADDRESS	PHONE
Greg + Tori Carleton	2055 S. Hampton Ave.	417-315-2789

COMMENTS:

- 1) point me to one apartment building - anywhere - that increases property values. *Height*
- 2) apartment buildings will eventually bring crime and drugs and an overall demise to any neighborhood.
- 3) We are not in favor of a rezoning.
- 4) Traffic already exceeds the capacity of the roads Cherokee, National, Sunshine + Seminole
- 5) Why Medium instead of low density?
- 6) Do not want to have 65807 Crime rate any higher.
- 7) An apartment building will compound density issues we are already experiencing



LEE ENGINEERING AND ASSOCIATES, L.L.C.

CIVIL ENGINEERING & DESIGN

1200 E. WOODHURST DR., SUITE D200, SPRINGFIELD, MO 65804
TELEPHONE: (417) 886-9100 • FACSIMILE: (417) 886-9336 • dlee@leeengineering.biz

COMMENT SHEET

Neighborhood Meeting

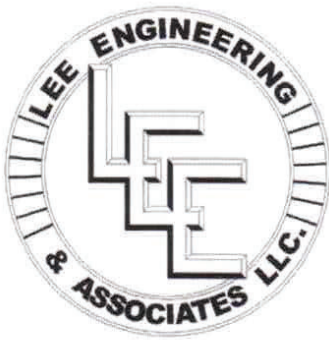
Wednesday, December 13, 2023

Re: Rezone from Single Family Residential to Medium Density Residential
1102-1120 E. Cherokee St.
Springfield, MO 65807

NAME	ADDRESS	PHONE
Sam Franklin	1107 E. CHEROKEE ST.	(417) 409-8420

COMMENTS:

My name is Sam Franklin and I reside at 1107 E. Cherokee. I'm representing the owner, Larry Schmitt. He doesn't have any issue with the rezoning to Medium Density Residential.



LEE ENGINEERING AND ASSOCIATES, L.L.C.

CIVIL ENGINEERING & DESIGN

1200 E. WOODHURST DR., SUITE D200, SPRINGFIELD, MO 65804
TELEPHONE: (417) 886-9100 • FACSIMILE: (417) 886-9336 • dlee@leeengineering.biz

COMMENT SHEET

Neighborhood Meeting

Wednesday, December 13, 2023

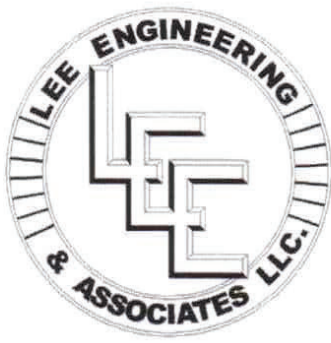
Re: Rezone from Single Family Residential to Medium Density Residential
1102-1120 E. Cherokee St.
Springfield, MO 65807

NAME	ADDRESS	PHONE
Bobbi Ream	1448 E BERKELEY	917 883-3430

COMMENTS: Representing Meadows Park Neighborhood Association -

MPNA would recommend Low Density with a height limited to 2 story, with future development in mind RLD will be much "kinder" to single family residences that exist

Bobbi Ream



LEE ENGINEERING AND ASSOCIATES, L.L.C.

CIVIL ENGINEERING & DESIGN

1200 E. WOODHURST DR., SUITE D200, SPRINGFIELD, MO 65804
TELEPHONE: (417) 886-9100 • FACSIMILE: (417) 886-9336 • dlee@leeengineering.biz

COMMENT SHEET

Neighborhood Meeting

Wednesday, December 13, 2023

Re: Rezone from Single Family Residential to Medium Density Residential
1102-1120 E. Cherokee St.
Springfield, MO 65807

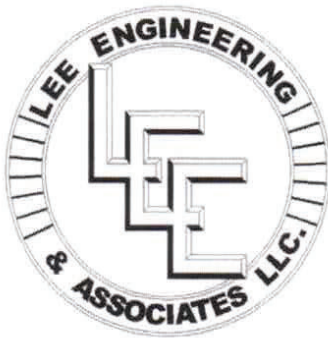
NAME	ADDRESS	PHONE
WILLIAM COOPER	2405 S VIRGINIA AVE	816-289-0485

COMMENTS:

1) WANT to limit to two stories

2) would prefer R-LD versus R-MD

Commenting for Seminole Howard Neighborhood Association.



LEE ENGINEERING AND ASSOCIATES, L.L.C.

CIVIL ENGINEERING & DESIGN

1200 E. WOODHURST DR., SUITE D200, SPRINGFIELD, MO 65804
TELEPHONE: (417) 886-9100 • FACSIMILE: (417) 886-9336 • dlee@leeengineering.biz

COMMENT SHEET

Neighborhood Meeting

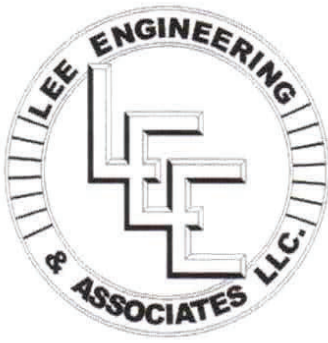
Wednesday, December 13, 2023

Re: Rezone from Single Family Residential to Medium Density Residential
1102-1120 E. Cherokee St.
Springfield, MO 65807

NAME	ADDRESS	PHONE
Bruce Hibbard	1946 S. Holland	417 848 6001

COMMENTS:

Consider R-LD in lieu of R-MD
2 story Maximum
privacy fence between R-SF / R-MF
Talk to Geminda Holland N.A. about
"where does this density stop"
"long range N.A. - Plan for overlay district"



LEE ENGINEERING AND ASSOCIATES, L.L.C.

CIVIL ENGINEERING & DESIGN

1200 E. WOODHURST DR., SUITE D200, SPRINGFIELD, MO 65804
TELEPHONE: (417) 886-9100 • FACSIMILE: (417) 886-9336 • dlee@leeengineering.biz

COMMENT SHEET

Neighborhood Meeting

Wednesday, December 13, 2023

Re: Rezone from Single Family Residential to Medium Density Residential
1102-1120 E. Cherokee St.
Springfield, MO 65807

NAME	ADDRESS	PHONE
Don Underwood	2056 S Hampton	

COMMENTS:

- Concerns about stormwater runoff & effects on new storm water system.
- Would prefer 2 story maximum.
- Would prefer R-LD zoning.



Jan 11

LEE ENGINEERING AND ASSOCIATES, L.L.C.

CIVIL ENGINEERING & DESIGN

1200 E. WOODHURST DR., SUITE D200, SPRINGFIELD, MO 65804
TELEPHONE: (417) 886-9100 • FACSIMILE: (417) 886-9336 • dlee@leeengineering.biz

COMMENT SHEET

Neighborhood Meeting

Wednesday, December 13, 2023

Re: Rezone from Single Family Residential to Medium Density Residential
1102-1120 E. Cherokee St.
Springfield, MO 65807

NAME	ADDRESS	PHONE
Jennifer Repschleger	2015 S. Hampton Ave Springfield, MO 65807	816-686-3778

COMMENTS:

what are the work hours?

What is the parking situation?

- I have concerns about the privacy/building process invading Hampton Ave. Can we keep the chaos very isolated to the building area? *Alan*

• I want to know if parking will be provided to the tenants or if they will want to utilize street parking? It is important to me that the street stays as clear & quiet as possible.

 = USEABLE RECREATIONAL AREA



EAST ELEVATION



SOUTH ELEVATION



NORTH ELEVATION



WEST ELEVATION

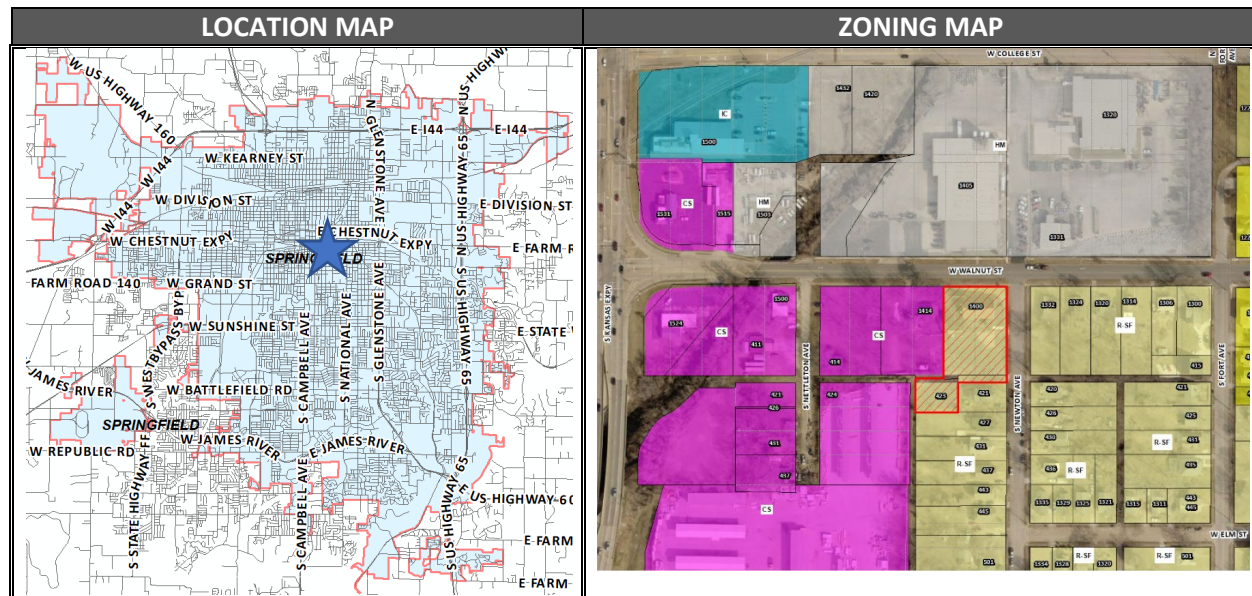
DEVELOPMENT REVIEW STAFF REPORT

PROJECT INFORMATION

Case Number:	Z-14-2024
Location:	1400 W. Walnut Street
Total Acres:	0.7 acres
Applicant:	First General Baptist Church of Springfield
Existing Land Use:	Church uses
Neighborhood Meeting:	May 23, 2024
Planning and Zoning Commission:	June 13, 2024
City Council:	July 8, 2024
Public Notification:	Mail, posted property, and legal in Daily Events
Staff:	Daniel Neal, Senior Planner
Staff recommendation:	Staff recommends approval
Proposed motion:	I move to recommend approval of rezoning case Z-14-2024 (All commission motions are made in the affirmative).
Required Vote:	A majority of those present (5 members are a quorum).

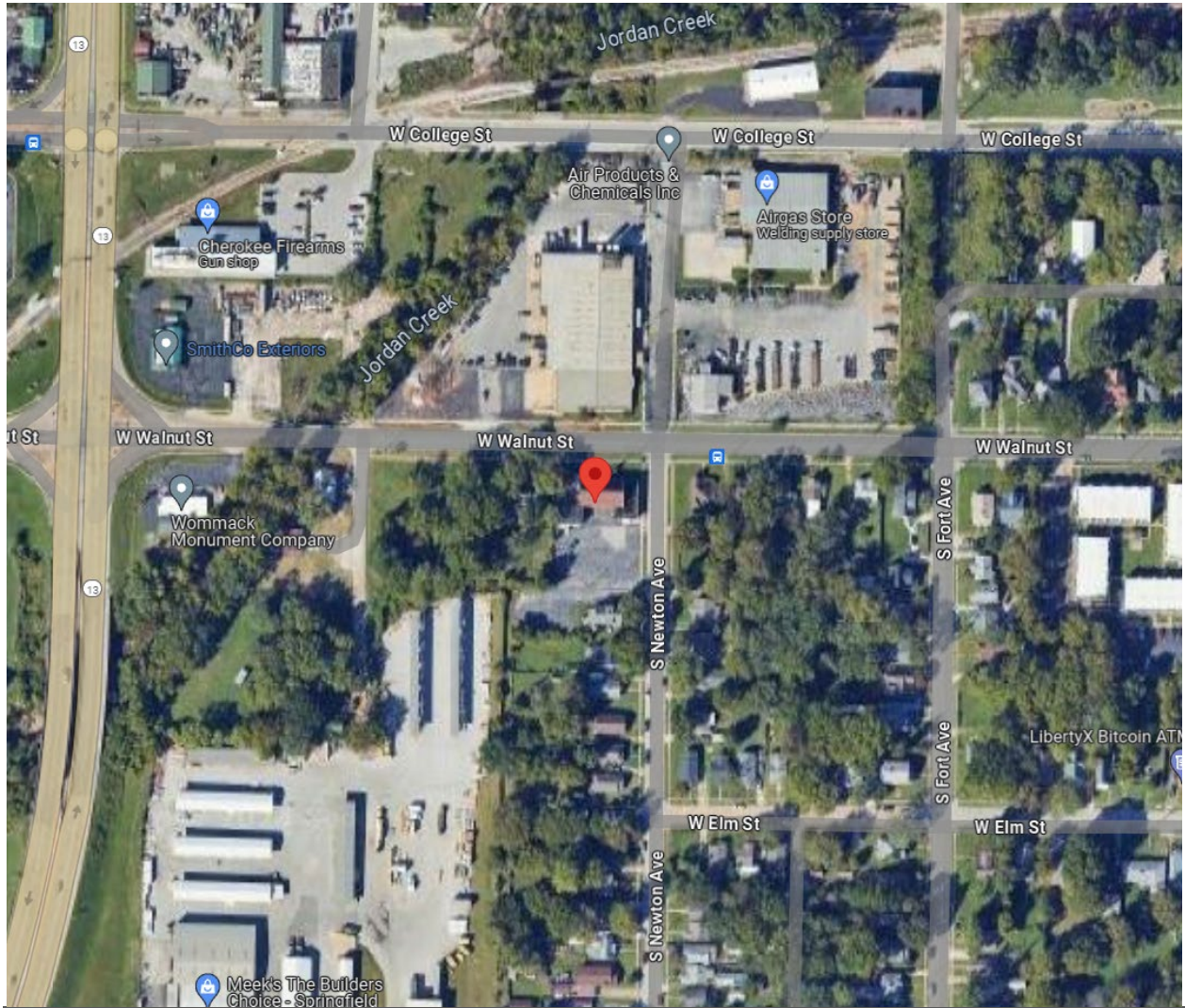
PROJECT SUMMARY:

Request to rezone approximately 0.7 acres of property generally located at 1400 West Walnut Street from R-SF, Single-Family Residential District to O-1, Office District.



DEVELOPMENT REVIEW STAFF REPORT

GOOGLE AERIAL OF LANDMARKS, BUSINESSES, AND ATTRACTIONS:



GOOGLE STREETVIEW:



DEVELOPMENT REVIEW STAFF REPORT

PROPERTY HISTORY:

The subject property was zoned R-SF in the 1995 city-wide remapping.

PLANNING AND ZONING COMMISSION AUTHORITY:

Sec. 36-367. – Amendments

(7) Findings by the commission.

(a) Rezoning. If the application is for a reclassification of property to a different zoning district classification on the zoning map, the report of the planning and zoning commission may consider:

1. Whether the proposed zoning district classification is consistent with the Springfield Comprehensive Plan;
2. Whether there are any changed or changing conditions in the area affected that make the proposed rezoning necessary;
3. Whether the range of uses in the proposed zoning district classification are compatible with the uses permitted on other property in the immediate vicinity;
4. Whether adequate utility and sewer and water facilities exist or can be provided to serve the uses that would be permitted on the property if it were rezoned;
5. The impact the uses, which would be permitted if the property were rezoned, will have upon the volume of vehicular and pedestrian traffic and traffic safety in the vicinity;
6. Whether the proposed rezoning would correct an error in the application of this article as applied to the subject property;
7. Whether a reasonably viable economic use of the subject property will be precluded if the proposed rezoning is denied; and
8. Information submitted at the public hearing.

ZONING ORDINANCE REQUIREMENTS:

CODE ITEM	REQUIREMENTS FOR O-1 DISTRICT
Use Limitations	(a) All activities and permitted uses except off-street parking and loading facilities, drive-thru facilities and day care activities shall be conducted entirely within a completely enclosed building. (b) All uses shall operate in accordance with the noise standards contained in section 36-485, noise standards. (c) No use shall emit an odor that creates a nuisance as determined by chapter 2A, article X, Springfield City Code.

DEVELOPMENT REVIEW STAFF REPORT

	(d) Uses on parcels not served by public water and public sewer shall meet the requirements of subsection 36-303(22).
Minimum Lot Size	Not applicable to the O-1 District
Maximum Height	Thirty-five feet, except that all structures shall remain below a 45-degree bulk plane as measured from the boundary of any R-SF or R-TH district.
Bulk Plane	None, except that all structures shall remain below a 30-degree bulk plane as measured from the boundaries of any R-SF or R-TH district.
Minimum Yard Requirements	1. <i>Front yard:</i> a. Twenty-five feet along a street classified as a collector or higher classification street or as required by section 36-453, supplemental open space, and yard regulations. b. Fifteen feet along a street classified as a local street or as required by section 36-453, supplemental open space, and yard regulations. 2. <i>Side yards:</i> Ten feet on each side of a lot or as required by section 36-453, supplemental open space and yard regulations, provided that no side yard is required for any building that has a common wall on a lot line. 3. <i>Rear yards:</i> Twenty percent of the lot depth, but may not be less than ten feet nor more than 25 feet be required.
Minimum Open Space	Not less than 20 percent of the total lot area shall be devoted to open space including required yards and bufferyards unless modified in accordance with subsection 36-482(15). Open space shall not include areas covered by buildings, structures, parking, loading and other paved areas and internal streets. Open space shall contain living ground cover and other landscaping materials.
Design Requirements	(a) A site plan meeting the requirements of section 36-360, site plan review, shall be submitted and approved. (b) A landscape plan meeting the requirements of section 36-482, landscaping and bufferyards, and 36-483, off-street parking and loading area design standards, shall be submitted, and approved. (c) All off-street parking and vehicular use areas shall be screened from all residential uses in accordance with section 36-480, screening, and fencing.

DEVELOPMENT REVIEW STAFF REPORT

	(d) All outdoor storage and refuse storage areas shall be screened from view in accordance with section 36-480, screening, and fencing. (e) Mechanical and electrical equipment, including air conditioning units, shall be screened from view in accordance with section 36-480, screening, and fencing. (f) Lighting shall be designed to reflect away from any adjacent or nearby residential area and in accordance with section 36-484, lighting standards. (g) Accessory buildings and structures shall meet the requirements of section 36-450, accessory structures and uses.
Buffering and Landscaping	Whenever any development in an O industrial commercial district is located adjacent to a different zoning district, screening and a bufferyard shall be provided in accordance with sections 36-480, screening, and fencing, and 36-482, landscaping and bufferyards.

COMPATIBILITY WITH COMPREHENSIVE PLAN:

PLACETYPE:

The *Comprehensive Plan's Land Use & Development* chapter identifies the subject property within the Center City Neighborhood placetype.

Center City Neighborhoods are Springfield's oldest residential neighborhoods, dating to before WWII. They are typically characterized by a diverse range of single-family homes with varying architectural styles, setbacks, compact and shared spaces and parcel sizes. Center City neighborhoods historically had small scale neighborhood supporting retail services provided at key intersections, streetcar routes, and neighborhood centers. These building types and commercial uses were integrated into the neighborhood fabric. Most Center City Neighborhoods follow a gridded block pattern with alleys, tree-lined streets, and a well-connected sidewalk network that allows residents to walk to nearby neighborhood amenities. Due to their compact form and proximity to urban centers, these neighborhoods are places where residents should reasonably be able to walk, bike, or ride transit to meet some of their educational, employment, shopping, and recreational needs. Center City Neighborhoods are also integrated with key cultural and institutional uses, such as schools and places of worship that serve surrounding residents.

Center City Neighborhoods consist of housing of varying conditions, age, affordability, and vacancies. Opportunities for infill development are pursued where appropriate, diversifying the housing stock. Much of the housing stock uses traditional stick-framed construction with lap siding or masonry veneer. Elevated porches with columns and stoops are focal points

DEVELOPMENT REVIEW STAFF REPORT

common to homes in these areas. Infill can include higher density residential development that should blend with the surrounding character. Vacant and underutilized properties are considered for new uses, such as pocket parks, community gardens, or small neighborhood commercial nodes as well as housing.

The creation of neighborhood-scale commercial should focus on the incorporation of context sensitive designs and low intensity uses to ensure integration into the surrounding area. These low intensity uses could include dining, personal services, office, and essential goods. These nodes could be located along historic streetcar routes or higher classification roadways on the edges of the neighborhood.

Primary Land Uses:

- Single-family detached

Supporting Land Uses:

- Single-family attached
- Low-intensity multifamily
- Low-intensity, neighborhood commercial
- Parks, greenways, and open space
- Public and private schools and places of worship
- Low-intensity urban agriculture

Characteristics

TRANSPORTATION & INFRASTRUCTURE

- Traffic-calming measures, such as speed-humps, bump-outs, roundabouts, landscaped chicanes with integrated stormwater management, and on-street parking are used to slow traffic.
- Best management practices for stormwater management are required in development projects and within public rights-of-way, such as permeable paving, rain gardens, green roofs, native landscaping, and other low impact design strategies.
- Sidewalk gaps are filled, and sidewalks connect to transit routes, greenways and trails, and supportive uses are located within the neighborhood and around the perimeter.
- Alleys provide pedestrian connections, alternative access to rear yards, detached garages, and other approved accessory uses.
- Sense of place and identity is enhanced through neighborhood organization efforts, preservation and planting trees, neighborhood identification signs, and traffic calming improvements that double as streetscape elements.
- As technology, trends, and funds permit, utilities are buried or are consolidated along rear property lines, reducing conflicts with street trees, pedestrian infrastructure, and viewsheds.
- Major entrances into neighborhoods are marked by identification signs and landscaping.

URBAN DESIGN - BUILDING AND SITE TYPOLOGY:

DEVELOPMENT REVIEW STAFF REPORT

- The main entrances of new residential developments are oriented towards the primary street.
- Preservation and adaptive reuse of neighborhood schools and surplus buildings are encouraged.
- When appropriate, adaptive reuse of residential structures for low-intensity, neighborhood-scale nonresidential uses, including missing middle housing types, is encouraged at neighborhood nodes and along edges.
- Accommodations are made to allow expanded home occupations, without detracting from the character of the neighborhood, being conscious of changing trends and advances in technologies.
- New and infill buildings maintain the proportions and architectural features common in the existing block.
- When commercial buildings are located within or adjacent to the neighborhood, they are oriented to the street, focus on pedestrian-scale, and provide limited vehicle parking.
- Residential subdivisions are designed and platted in more conventional layouts with shorter blocks.
- Lots have a variety of widths, depths, and setbacks creating unique identity from neighborhood to neighborhood.
- While not as common, attached and detached garages provide limited parking options and create a greater demand for on-street parking.
- Garages reflect the architectural style and scale of the primary buildings and are often setback well behind the front facade.
- Driveways are often accessed from the rear alley and are shared or absent in exchange for sidewalks to the front door or porch, which provides increased on-street parking opportunities.
- Properties and neighborhoods eligible for local historic designation are continually identified and preserved.
- Key corridors that offer transit and other multimodal, trail, or greenway connections can be enhanced with increased housing and neighborhood scale services, shops, and dining.
- Low-impact, neighborhood-scale commercial uses should be considered at locations where community facilities and amenities or other informal neighborhood hubs already exist, at former streetcar stops, along the edges of the neighborhood or at other significant neighborhood destinations.
- Neighborhood parks, community centers, greenway or trailheads, museums, gardens, schools, and churches can serve as anchors for neighborhood commercial hubs.

TRANSITIONS:

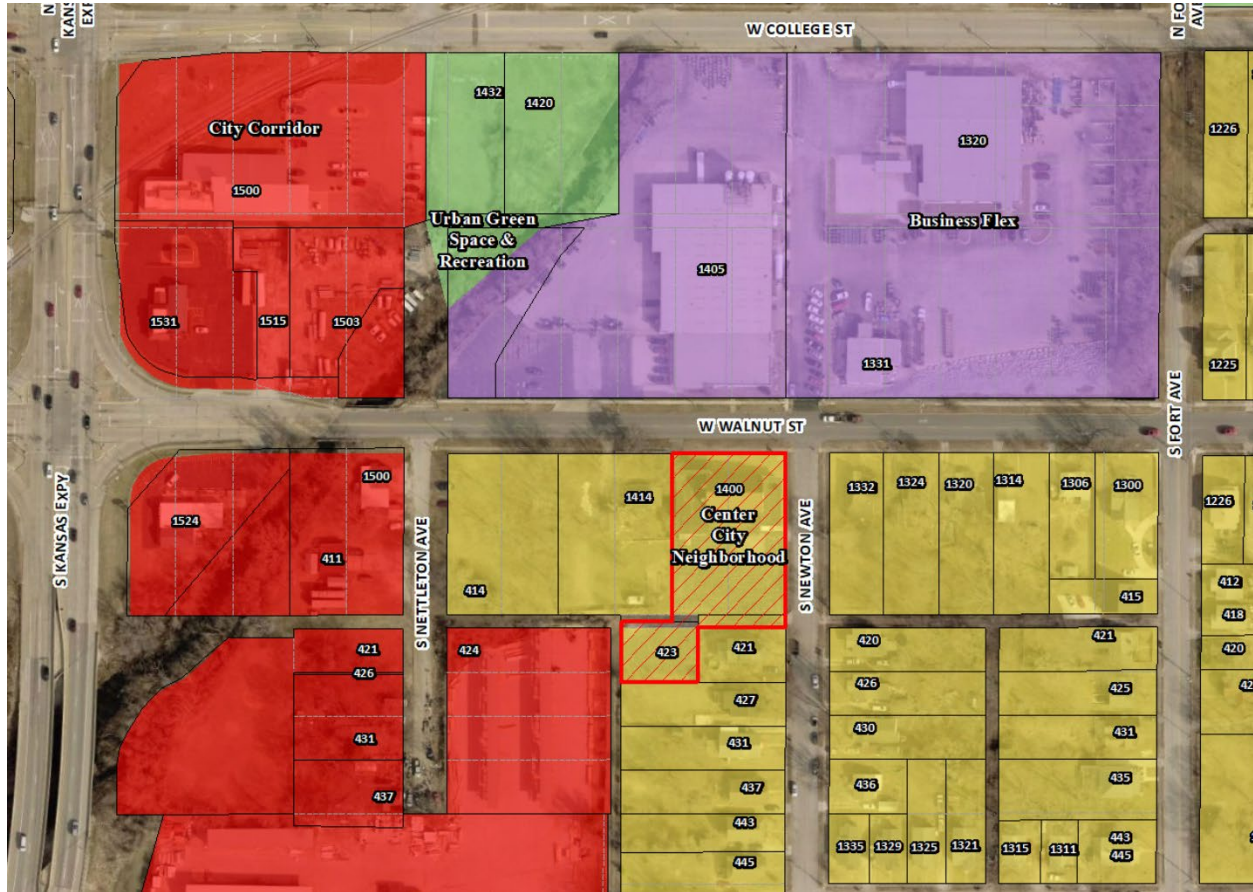
- A “stepped down” approach is used to transition from higher density/intensity residential and non-residential uses to single-family residential homes and uses, with greater densities/intensities located on higher functioning roadways, at the periphery of the neighborhood.

DEVELOPMENT REVIEW STAFF REPORT

- Lower density residential uses are sufficiently screened and buffered between higher density housing and non-residential uses.
- The design of higher density residential uses integrated into the Residential Neighborhood Placetype should complement the scale and character of the surrounding neighborhood. Attention should be given to building height, orientation, architectural style, and setback to ensure the existing neighborhood character is retained.

DEVELOPMENT REVIEW STAFF REPORT

FUTURE PLACETYPE MAP:

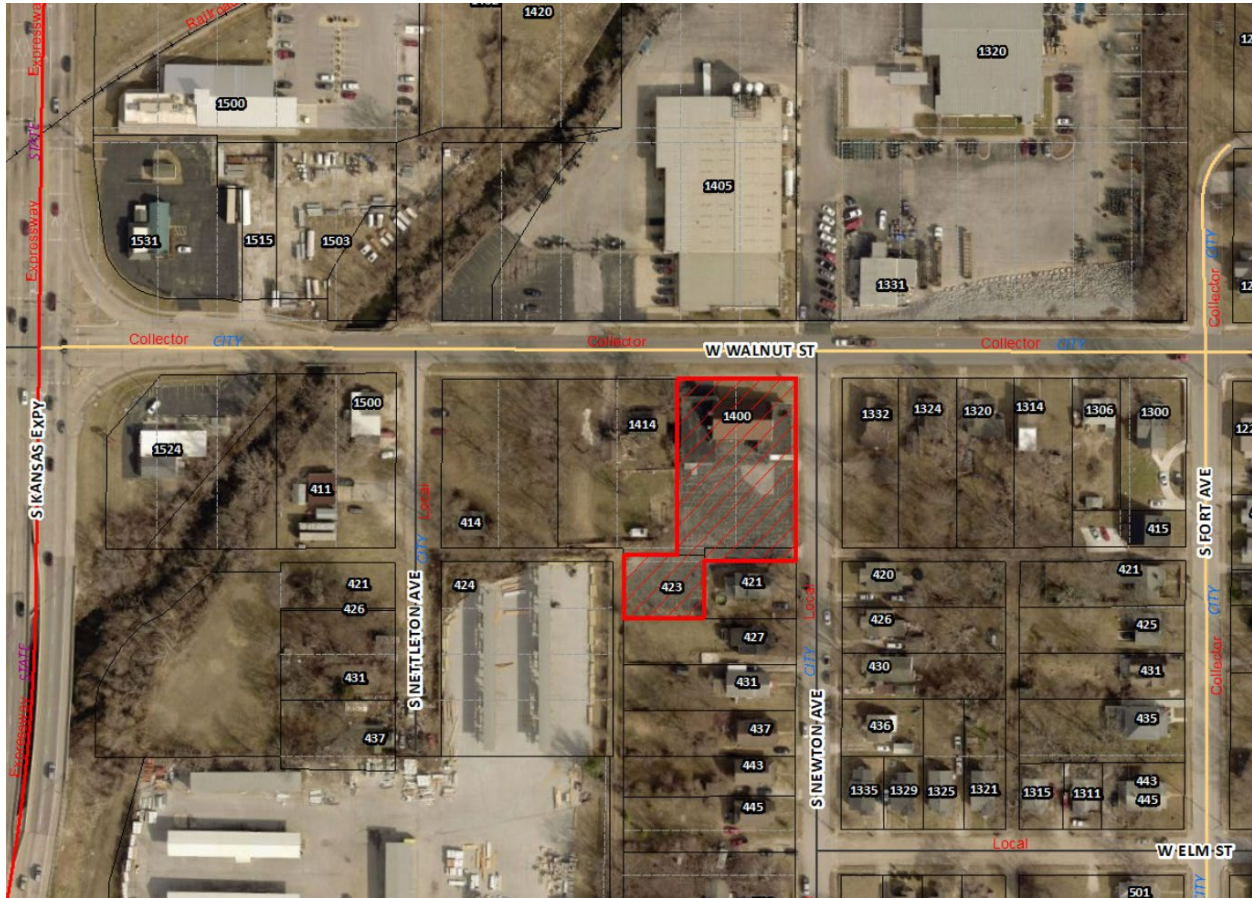


PLACETYPES	LAND USES														
	Single Family Detached	Single Family Attached	Multi-family	Parks & Open Space	Sports Complexes & Recreational Facilities	Office / Hospitality / Retail Sales & Service	Neighborhood Commercial	Maker / Artisan & Innovation Spaces	Public & Private Schools & Places of Worship	Government / Colleges & Vocational Schools	Personal Services & Institutional Facilities	Light Industry	Warehousing & Distribution Facilities	Heavy Industry & Manufacturing	Airport / Railroad & Freight Facilities
Residential Neighborhood	●	○	◇	○	◇	○	○	○	○	○	○	○	○	○	○
Mixed Residential	●	●	○	○	◇	○	○	○	○	○	○	○	○	○	○
Downtown	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Mixed-Use	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
City Corridor	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Institutional & Employment Center	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Business Flex	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Industry & Logistics	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Urban Green Space & Recreation	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○

- **Primary Land Use:**
More prominent and play a pivotal role in characterizing that placetype
- **Supporting Land Use:**
Less prevalent and serve to support the primary land use.
- ◇ **Low Intensity Supporting Land Use:**
Less prevalent and serve to support the primary use at neighborhood scale

DEVELOPMENT REVIEW STAFF REPORT

MAJOR THOROUGHFARE MAP:



SURROUNDING ZONING, LAND USES AND PLACETYPES:

	NORTH	SOUTH	EAST	WEST
ZONING	HM	R-SF	R-SF	CS
LAND USE	Industrial/manufacturing uses	Single-family residential	Single-family residential	Single-family residential
PLACETYPES	Business Flex	Center City Neighborhood	Center City Neighborhood	Center City Neighborhood

DEPARTMENT OF BUILDING DEVELOPMENT SERVICES:

No comments.

CITY UTILITIES:

No issues with the proposed rezoning.

DEVELOPMENT REVIEW STAFF REPORT

DEPARTMENT OF ENVIRONMENTAL SERVICES WASTEWATER MANAGEMENT DIVISION:

No issues. Tract has access to public sewer.

FIRE DEPARTMENT:

No comments.

DEPARTMENT OF PUBLIC WORKS TRAFFIC ENGINEERING DIVISION:

	Street Name	Street Classification	Jurisdiction	ROW from Centerline (ft.)		Traffic Count (vehicles per day)	On-Street Parking	Sidewalk	
				Required	Existing			Required	Existing
Street 1	W. Walnut St	Collector	City	30	30	NA	No	Yes	Yes
Street 2	S. Newton Avenue	Local	City	25	25	NA	No	Yes	Yes

ACCESS - All new or modified driveway approaches shall comply with current City of Springfield standards for the street classification.

TRAILS, BUS STOPS, AND ADDITIONAL INFORMATION - There are no Greenway Trails near the property. There is one (1) bus stop near the property.

IMPROVEMENTS - No improvements are required for this rezoning. A traffic study is not required for this rezoning.

DEPARTMENT OF PUBLIC WORKS STORMWATER ENGINEERING DIVISION:

SITE DESCRIPTION & DRAINAGE PATTERN

No existing detention or water quality Stormwater Control Measures are present. The property is in the **Jordan Creek Lower Branch** drainage basin. The property **is not** located in a FEMA designated floodplain. Staff **is not** aware of flooding problems in the local or downstream area. The city **is not** aware of a sinkhole or other Karst feature at this location. The property **does not have a stream buffer on site**. A fee in lieu of on-site stormwater detention **is not applicable because the site is built out**.

PW Stormwater has no concerns for the proposed change from R-SF to O-1. Please note that development of the property will be subject to the following conditions at the time of development:

All chapter and section references below are to the City's Flood Control and Water Quality Protection Manual Version April 2022.

DEVELOPMENT REVIEW STAFF REPORT

DETENTION AND DISCHARGE REQUIREMENTS

1. Any development or redevelopment that increases runoff, through the increase in impervious surface, current detention requirements must be met per Chapter 3 Sec. 2.3.3. The Site is existing 95% impervious area.

WATER QUALITY REQUIREMENTS

N/A

FLOODPLAIN

N/A

NATURAL CHANNEL & STREAM BUFFERS

N/A

SINKHOLES & KARST FEATURES

N/A

ADDITIONAL STORMWATER REQUIREMENTS

N/A

STAFF ANALYSIS AND RECOMMENDATION:

1. The applicant is requesting to rezone approximately 0.7 acres of property generally located at 1400 West Walnut Street from R-SF, Single-Family Residential District to O-1, Office District. The applicant intends to allow for administrative, professional and medical office uses in the existing structure.
2. This application is consistent with the Center City Neighborhood placetype which consists of a diverse range of single-family homes with varying architectural styles, setbacks, compact and shared spaces and parcel sizes. Center City neighborhoods historically had small scale neighborhood supporting retail services provided at key intersections, streetcar routes, and neighborhood centers. These building types and commercial uses were integrated into the neighborhood fabric.
3. The creation of neighborhood-scale commercial should focus on the incorporation of context sensitive designs and low intensity uses to ensure integration into the surrounding area. These low intensity uses could include dining, personal services, office, and essential goods. These nodes could be located along historic streetcar routes or higher classification roadways on the edges of the neighborhood.
4. The subject property has access to City Utilities infrastructure, and any necessary extension of such services can be provided via City Utilities' extension policy, though new easements may be necessary to accommodate this.

DEVELOPMENT REVIEW STAFF REPORT

5. There are few changing conditions in the area affected that make the proposed rezoning necessary. Minor development of property within the vicinity has been occurring.
6. The range of uses in the proposed O-1 district is compatible with the uses permitted on other property in the immediate vicinity. There is HM zoning to the north and CS zoning to the west of the subject property. This will provide for a step-down zoning approach from the R-SF to the east and south. The existing building is already being used for non-residential uses.
7. There are adequate utility and sewer and water facilities existing or can be provided to serve the uses that would be permitted on the property if it were rezoned.
8. The impact of the uses, which would be permitted if the property were rezoned, is not expected to significantly increase the volume of vehicular and pedestrian traffic or reduce traffic safety in the vicinity.
9. The proposed zoning will not correct an error in the application of this article, but rather will provide a viable use of the property subject to the provisions of the zoning district.
10. A reasonably viable economic use of the subject property will not be precluded if the proposed rezoning is denied. The property would be allowed to have church or other R-SF uses.
11. A Bufferyard Type C is required between the properties zoned O-1 and R-SF to the south. If a six foot solid wood fence is provided, then the bufferyard can be reduced by 5 feet. This bufferyard would need to be established according to Section 36-482 when building permits are issued.

STAFF RECOMMENDATION:

1. Staff recommends approval based on the proposal's general conformance to the Comprehensive Plan's Center City Neighborhood placetype and on the finding of facts above.

PLANNING AND ZONING OPTIONS:

The planning and zoning commission shall make one of the following recommendations in connection with each proposed change in zoning district classification of this article:

1. Recommend against the proposed change in the zoning district classification.
2. Recommend a change in the zoning district classification.
3. Recommend a change in the zoning district classification together with recommendations which, in the judgment of the planning and zoning commission, will protect adjacent property and ensure that the proposed amendment is consistent with the purpose and intent of this article.

AFFIDAVIT OF NEIGHBORHOOD NOTIFICATION AND MEETING SUMMARY

1. Request change to zoning from: Residential SF to Office 1
(existing zoning) (proposed zoning)
2. Meeting Date & Time: 5-23-2024 4-6:30 pm
3. Meeting Location: 1400 W. Walnut Springfield MO 65806
4. Number of invitations that were sent: All of the labels provided by P & Z
5. How the mailing list was generated: P & Z made labels
6. Number of neighbors in attendance (attach a sign-in sheet): 6

7. List the verbal comments and how you plan to address any issues:
(City Council does not expect all the issues to be resolved to the neighborhood's satisfaction; however, the developer must explain why the issues cannot be resolved).

1. Neighbor thought the whole block was being changed
→ Clarified it was just the church property

2. Neighbor was concerned it would be another KVC
overnight at risk youth facility (Kids removed from home)
→ Clarified it was day program for Autism and not
for at risk youth, overnight or Kids removed from home

8. List or attach the written comments and how you plan to address any issues:

We received no written comments

Neighbors were in support of the rezoning
as well as neighborhood association.
We did not receive any objections.

I, Candace Frugé (print name), attest that the neighborhood meeting was held on
5-23-2024 (month/date/year), and is at least twenty-one (21) days prior to the Planning and Zoning
Commission public hearing and in accordance with the attached "Neighborhood Notification and Meeting Process."

Candace Frugé
Signature of person completing affidavit

Candace Faith Frugé 05/29/2024

Candace Faith Frugé

Candace Frugé
Printed name of person completing affidavit

Michael Miser 05/29/2024

Michael Miser

NAME	ADDRESS	PHONE
Matthew Hyde	1414 W Walnut St. Springfield	417-669-1285
Nick Willett	501 S. Newton Ave	417-693-4830
Bob Guffey	414 N. Horton	874-4800
Emily J Hinkley	→ 4205 Newton Ave	417-_____
Lauren Kelsey	1015 W. Walnut St	